

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

## ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

## ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain revrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

## BEAUMONT, TEX.

Archer Brokerage Co., grain brokers.

## BLOOMINGTON, ILL.

Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

## BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Jaquith, Parker, Smith & Co., wheat barley milo.\*

## BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., revrs., shippers.\*  
Doorty-Elsworth Co., Inc., brokerage commission.\*  
Electric Grain Elev. Co., consignments.\*  
Gee-Lewis Grain Co., grain consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
McConnell Grain Corp., commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bourne Co., grain merchants.\*  
Urmston Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

## CAIRO, ILL.

Board of Trade Members.

Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

## CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commission mchts.\*  
Bridge & Leonard, commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Holt & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mayer Holbrook & Co., grain commission.\*  
Mumford & Co., W. E., grain, hay, millstuff.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
ReQua Bros., wheat a specialty.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothchild Co., D., receivers and shippers.\*  
Rothschild Co., Moses, receivers and shippers.\*  
Rumsey & Company, grain commission.\*

## CHICAGO (Continued).

Sawers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Uplike Grain Co., consignments.\*  
Ware & Leland, grain and seeds.\*  
Zweig & Co., Harry A., cash grain only.

## CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perlin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

## CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, revrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., revrs., shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

## DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.

## DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

## DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Gallagher Grain Co., grain merchants.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., revrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Scott-George Grain Co., receivers and shippers.\*  
Summit Grn. & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.

## DES MOINES, IOWA.

Anderson Co., D. L., grain merchants.\*  
Bartz & Co., W. H., grain merchants.\*  
Iowa Grain Co., receivers & shippers.\*  
Lockwood, Lee, grain, millfeed broker.  
Marshall-Hall Grain Co., grain commission.\*  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

## DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay comgts, a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
Dorsey Grain Co., receivers, shippers.

## GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.\*

## GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.\*

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HASTINGS, NEBR.

Elder, Fred W., whlse, grain, hay and mill pdts.\*  
Koehler-Twisdale Elevator Co., grain dealers.\*

## HOUSTON, TEX.

Beatty-Archer Co., grain brokers.\*  
Gulf Grain Co., grain, hay, millfeed.\*

## HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.\*  
Hausam-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.\*  
Hutchinson Grain Co., grain merchants.\*  
Kelly Mfg. Co., Wm., millers of hard wheat.  
McClure Grain Co., J. B., buyers and sellers.\*  
Pettit Grain Co., L. H., grain merchants.\*  
Reno Flour Mills Co., millers and grain dealers.

## HUTCHINSON, KANS. (Continued).

Rock Milling & Elev. Co., receivers and shippers.  
Russell Grain Co., commission merchants.\*  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., revrs. shprs. millo, kafir.  
Union-Grain Co., grain merchants.

## INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Schoell Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Cleveland Grain Co., grain commission.\*  
Evans Grain Co., W. R., comsn. and brokerage.\*  
Goldberg Grain Co., consignments.\*  
Hayward-Rich Grain Co., grain commission.\*  
Hill, Lew, strictly commission.\*  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.\*  
Menzie Grain & Bkg. Co., Carl D., grain comsn.\*  
Merchants Hay & Grain Co., hay, grain, mill feed.\*  
Minor & Son, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.\*  
Sawers Grain Co., consignments.\*  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

## JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elevtr., trk. buyers, sellers, gr. & sds.  
Wagner-White Co., trk. buyers-sellers, grain-feed.

## KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.\*  
Armour Grain Co., grain buyers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.\*  
Christopher & Co., B. C., kafir, feterita, millo.\*  
Croysdale Grain Co., grain commission.\*  
Davis Grain Co., A. C., grain commission.\*  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Federal Grain Co., receivers, shippers.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carlkner, revrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.\*  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, millo.\*  
Mensendick Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.\*  
Orthwein Matchette Co., consgmts, buying orders.\*  
Parker Corn Co., corn, oats, kafir, millo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Seoular-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.\*  
Thresher Fuller Grain Co., grain commission.\*  
Western Grain Co., shippers (a specialty).\*

## KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.\*  
Levy & Co., R. T., mdse. and grain broker.  
Security Mills & Feed Co., flour and feed.\*  
Smith & Co., J. Allen, flour, meal, feed.\*

## LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

## LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds

## LITTLE ROCK, ARK.

Board of Trade Members.

Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay, millfeed.\*  
George Niemeyer Grain Co., grain, hay and feed.\*

## LIMA, O.

Bollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. P., hay and grain.

## LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., revrs.-shprs. grain.\*  
Edinger & Co., grain, hay, flour.\*  
Farmer & Sons, Oscar, hay, grain and feeds.\*  
Kentucky Public Elevtr. Co., storers & shippers.\*  
Schuff & Co., A. C., specialty wh. mlg. corn, wh.\*  
Verhoeff & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Browne, Walter M., broker, commission merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Franke Grain Co., feeds, grain, hay.  
Godfrey-Blanchard Co., grain receivers.\*  
Kamm Company, P. C., barley and rye.\*  
Quinn Shepherdson Co., receivers & shippers.\*  
Rankin, M. G., & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers and shippers.\*  
Taylor & Bournique Co., grain merchants.\*

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Banner Grain Co., grain receivers.  
Benson, Stabek Co., grain commission.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Chambers-Mackay Co., screenings & mill feed.  
Dairymple Co., William, grain commission.\*  
Davies & Co., F. M., grain commission.\*  
Gee Grain Co., G. E., receivers and shippers.  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain receivers-shippers.\*  
Gould Grain Co., receivers and shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Malmquist & Co., C. A., receivers & shippers.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Quinn-Shepherdson Co., receivers and shippers.\*  
Scroggins Grain Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., mill oats & screenings.\*  
Wernli-Anderson Co., grain commission, screenings.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley and oats my specialty.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.\*

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwarders.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.  
Brinard Commission Co., consignments.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Schwartz & Co., B. F., commission merchants.\*  
Therrien, A. F., broker.\*

### NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Cozart Grain Co., C. B., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Grain Co., grain merchants.\*  
Maney Export Co., grain merchants.\*  
Marshall-Jacobson Grain Co., grain, feed, seeds.\*  
Mid-West Grain Co., grain commission.\*  
Okla. City M. & E. Co., grain merchants, millers.\*  
Rutledge Grain Co., commission merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., commission merchants.\*

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Reitz Grain Co., consignments.  
Beal Commission Co., consignments a specialty.  
Butler Welsh Grain Co., grain merchants.\*  
Cope & Kearney, grain commission.  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers and commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., receivers and shippers.\*  
Nye Schneider Fowler Grain Co., consignments.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.\*  
Uplike Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Bowman & Co., Geo. L., grain commission.  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Slick, L. E., consignments solicited.\*  
Turner Hudnut Co., receivers and shippers.\*  
Tyng Grain Co., commission merchants.\*  
Warren Commission Co., consignments.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ed., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.\*  
Taylor & Bournique Co., grain merchants.\*  
Young & Co., S. H., wheat, corn, oats.\*

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geidel & Leubin, grain and hay.\*  
Hardman & Heck, grain, hay, millfeed.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Taylor & Bournique Co., grain merchants.\*  
Walton Co., Samuel, grain and hay.\*  
Young & Fisher, brokerage and commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Albers Bros. Mfg. Co., millers and exporters.  
Globe Grain & Mfg. Co., grain, hay and feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain and bags.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay and feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.\*

### SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

### SEATTLE, WASH.

Albers Bros. Mfg. Co., millers and exporters.  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain and bags.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Gordon Commission Co., T. P., gr. dealer and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Dreyer Commission Co., feeding stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., receivers and shippers grain.\*  
Goffe & Carkener Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain commission.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Teasdale Com. Co., J. H., receivers and shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.\*

### SIoux CITY, IOWA.

#### Board of Trade Members.

Button Co., L. C., grain commission.  
Bailey, Walter H., grain merchants.\*  
Godfrey Blanchard Co., grain receivers.\*  
McCaull Dinsmore Co., commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burke Grain Co., receivers, shippers.\*  
Taylor & Bournique Co., grain merchants.\*  
Terminal Grain Corp., receivers and shippers.\*  
Western Terminal Elevator Co., receivers and shippers.\*

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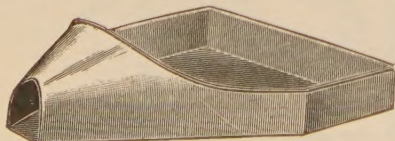
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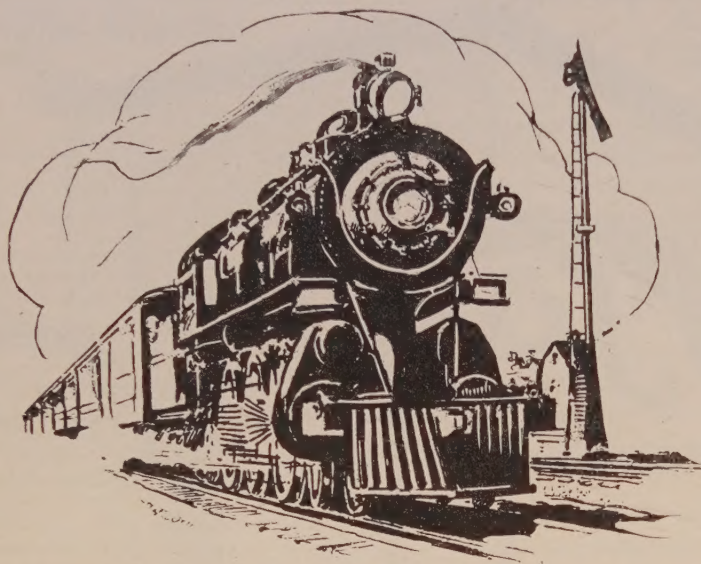
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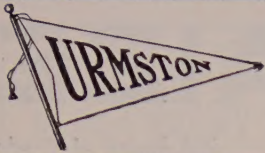
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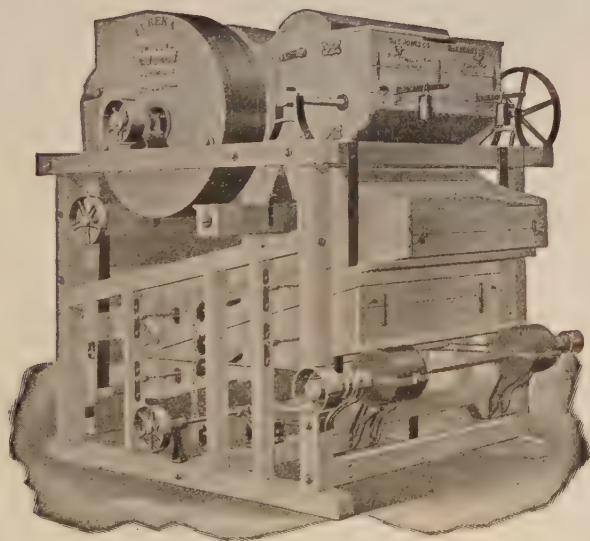
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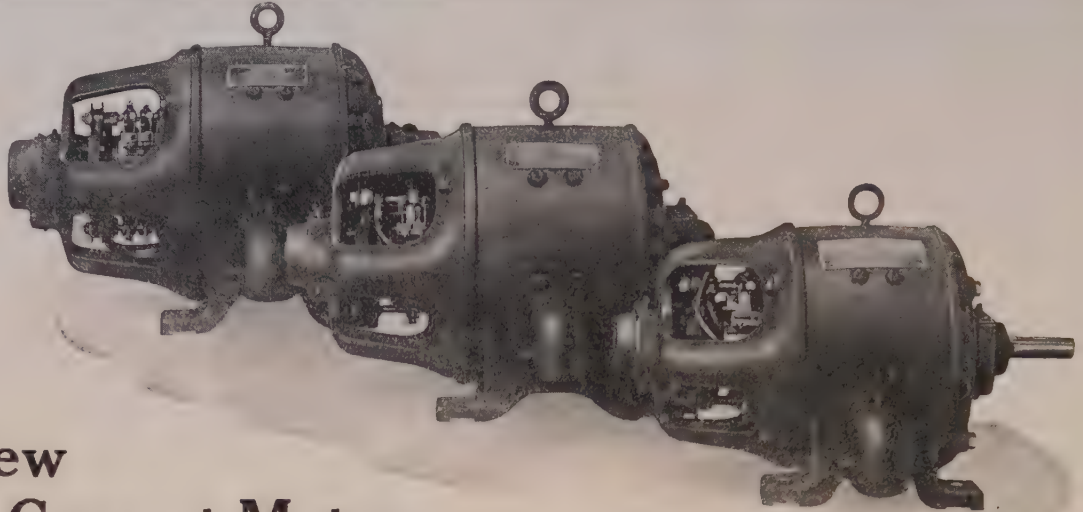
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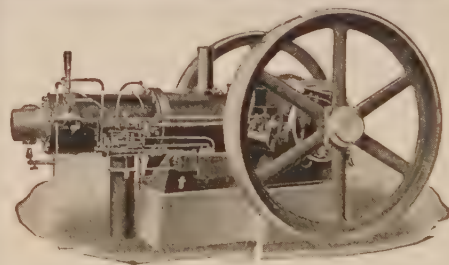
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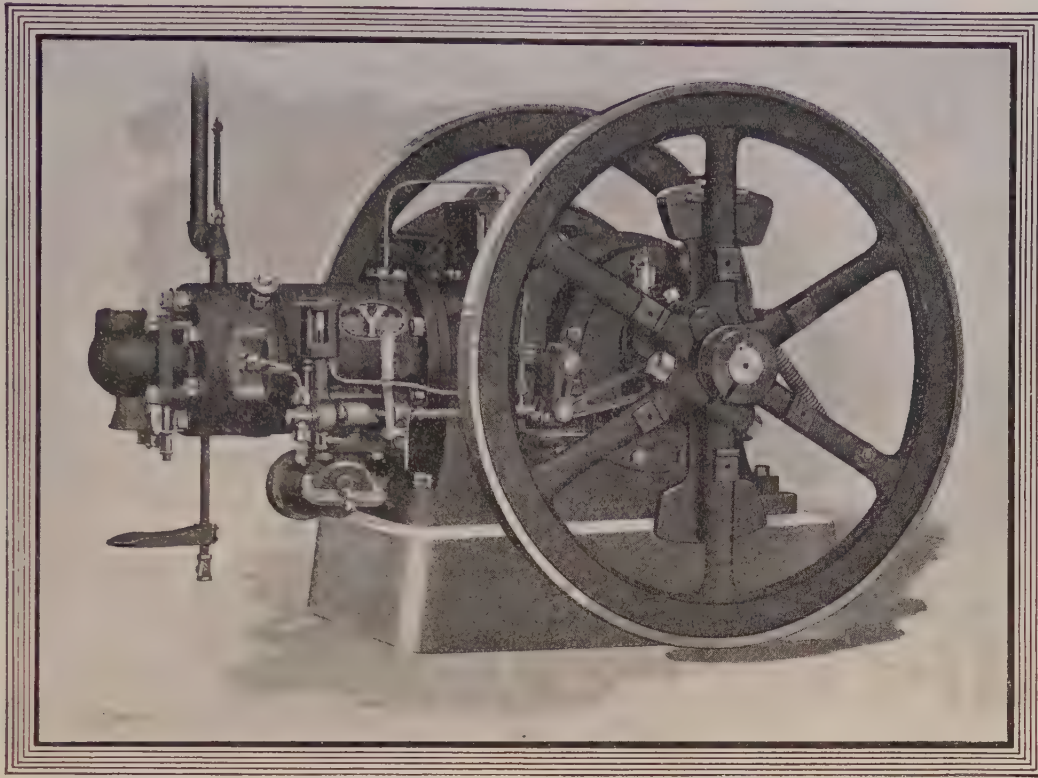
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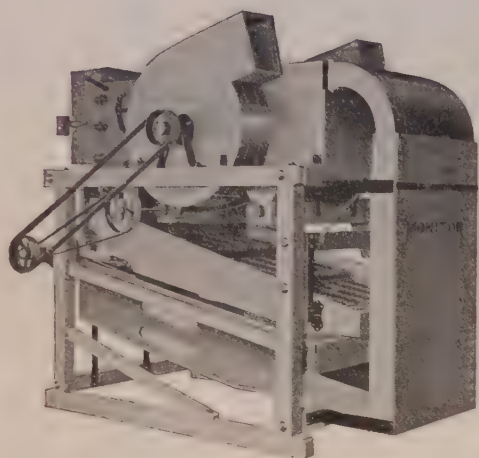
MANUFACTURERS CHICAGO

Engines - Pumps - Motors - Hoists - Air Compressors - Fairbanks Scales - Sheffield Motor Cars - Stand pipes - Coaling Stations - Etc.



## Just What You Need!

### It Shortens Your Cleaning Time



One of our Best Sellers.  
Read Why.  
Then Write Us.

**Monitor**

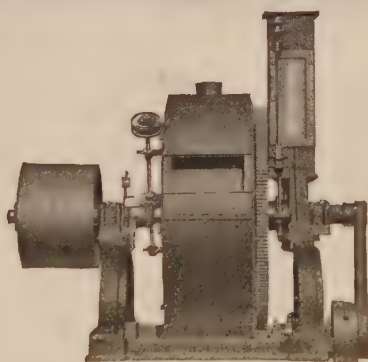
Combined Corn and Grain  
Cleaner is a sure winner  
for the man using it.

Always ready without change for two grains. A movement of a lever changes the stream to the other shoe where the proper screens are ready and waiting. No mixing—no screens lying around under foot—no time wasted hunting and changing screens.

**HUNTLEY MFG. CO.**

Silver Creek, N. Y., U. S. A.

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## FOR PEARLING BARLEY PEPPER WHEAT

Use Triumph Pearlers if you want to produce pearled barley, or wheat or pepper. They will turn out a product that cannot be beaten.

Full information gladly furnished those interested.

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No. 1192

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is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for——Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.25 per copy

**GRAIN DEALERS JOURNAL**

315 South La Salle St.

Chicago, Ill.



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Westinghouse type "CS" motors when used to operate elevators, grinders, conveyors, scourers, separators, packers, and other grain elevator or flour mill equipment secure you a reliable drive.

These motors are of few parts and simple in construction. The Shaft and bearings are of generous proportions, with form wound coils thoroughly insulated, well braced winding and practically indestructible rotor.

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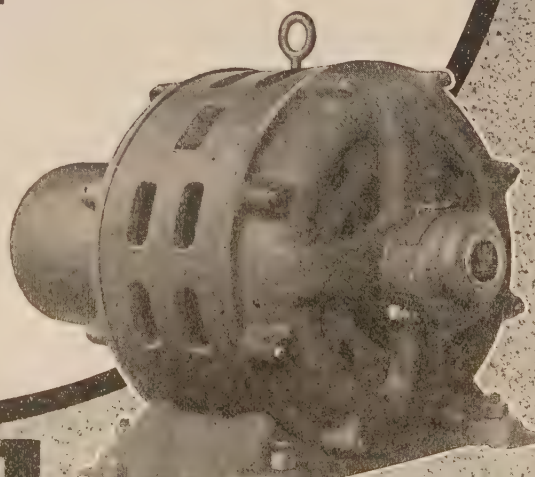
Endurance—That lasting quality which only the best can produce.

With Westinghouse apparatus installed, your power troubles are few and your time can be devoted to production.

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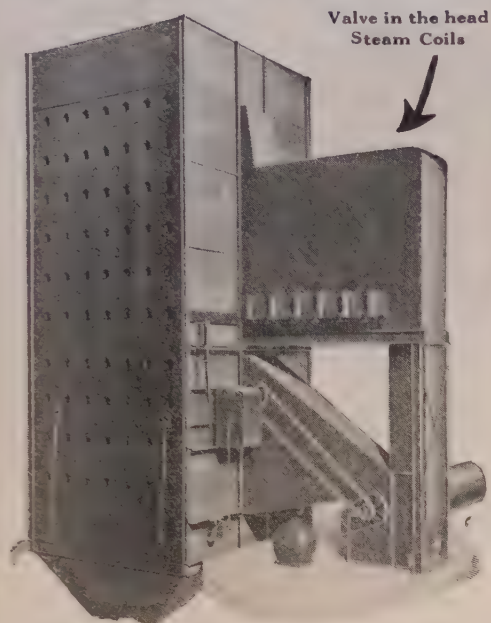
*Sales Offices in All Large  
American Cities*



# Westinghouse



# MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED**  
**BUY AN AUTOMATIC MORRIS**  
 You will use it every year.

## AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of Direct Heat Driers**

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*"Everything for Every Mill and Elevator"*

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**A**S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

### New York Belting & Packing Co.

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### Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

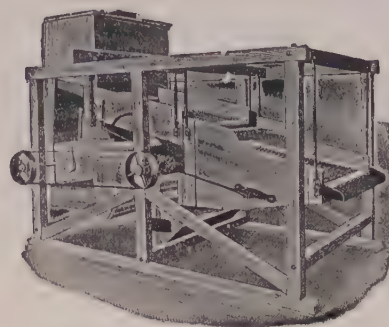
Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

## GRAIN DEALERS JOURNAL

305 S. La Salle Street  
 CHICAGO





# Consider 3 Points

*Before Buying*

## Elevator Machinery

### 1 Durability

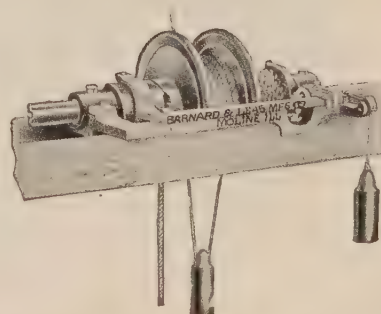
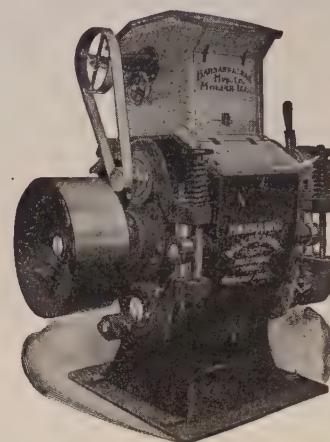
For 60 years the Barnard-Moline Line of Elevator machinery has stood the test of Durability, both in construction and operation, for thousands of elevator operators, throughout the country. Some of the very first machines built by us 60 years ago are still doing good work.

### 2 Economy

There are many valuable features incorporated in the Barnard-Moline machines that tend to cut down power and operating costs. These are big items you should consider seriously, because they mean greater profits for you.

### 3 Efficiency

The fact that the most experienced elevator operators in the country prefer and are using the Barnard-Moline elevator equipment is clearly indicative that it is 100% efficient—that it is doing exactly the work intended for it. A machine that has been tried and proven correct is always the logical machine to buy.



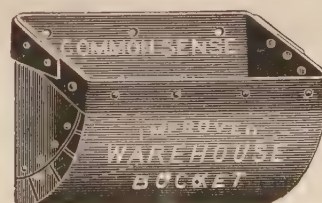
Write for Elevator Machinery Catalog No. 38-B.

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND**

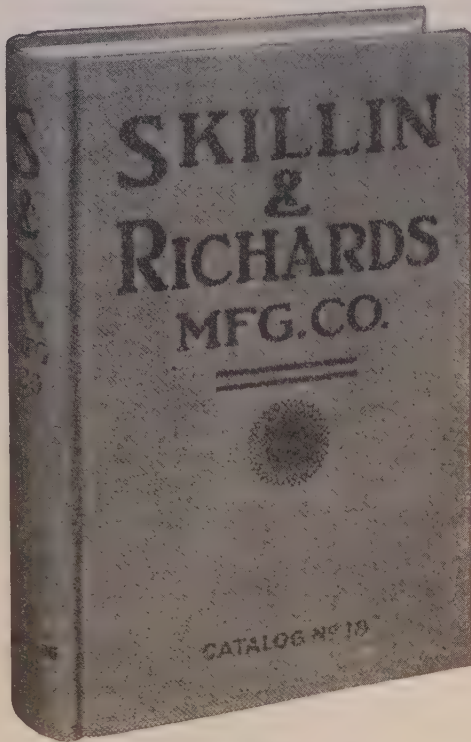
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





## Be Sure Your Equipment Will Handle the Crop



**W**ITH THE BIGGEST CROP in history in sight it is necessary for every elevator manager to be prepared.

There are ways of increasing your capacity:

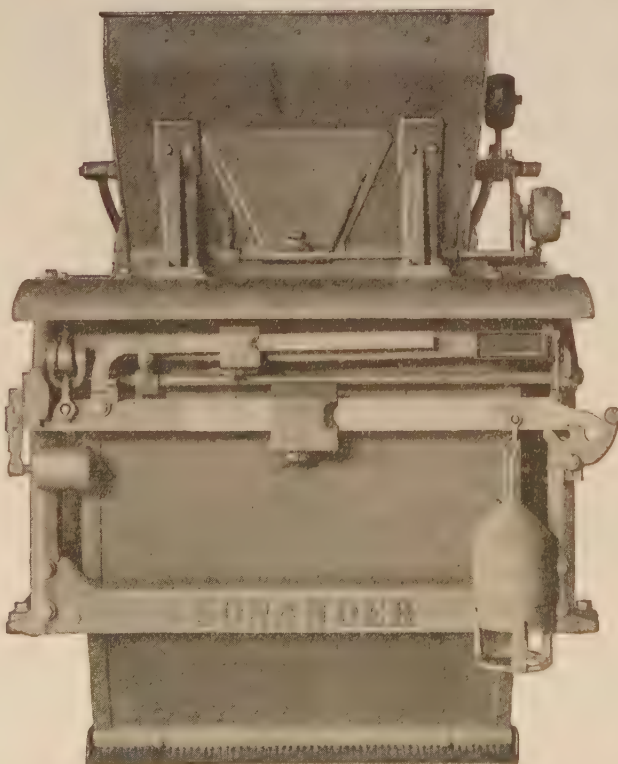
- You can speed up your machinery.
- You can use larger buckets.
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- You can improve your dumps, etc.

Let us figure with you on such problems.

Our Catalog tells all—It is FREE.

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## Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

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When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

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## HOW MANY TRIPS

to the top of your elevator do you make in the course of a year? Make an estimate, and then figure the amount of time and energy you are wasting if your house is not fitted with an easily and cheaply operated manlift.

## The CONSTANT SAFETY MANLIFT

will eliminate this waste—and it will make the elevator and the elevator operator more efficient in every way. It is the easiest and cheapest operated manlift on the market, and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

*A manlift reduces the insurance rate.*

Ask for our catalog of elevator machinery.

**B. S. CONSTANT MFG. CO.**

**BLOOMINGTON, ILL.**



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## When Equipping New or Rebelting Your Elevator

Investigate and Buy “Hamilton Made” Rubber Belts. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives. LAKEWOOD for Legs and Conveyors. *Write for particulars.*

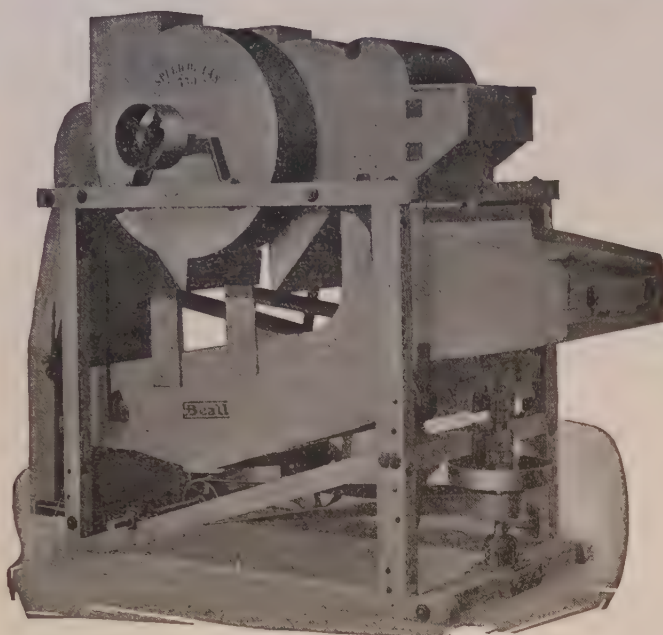
**HAMILTON RUBBER MFG. CO., 218 No. Wells Street, CHICAGO**

**FACTORIES: Trenton, N. J.**

**BRANCHES: New York and Philadelphia**



# The Beall Grain Separator



*A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.*

**Beall**  
THE MARK OF QUALITY

*The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.*

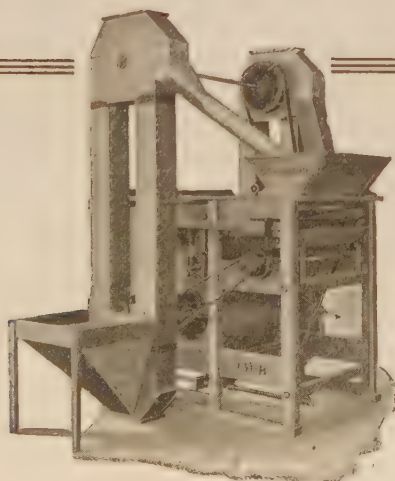
**Beall Improvements Co., Decatur, Ill.**

The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

## STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

**The International Mfg. Company**  
CRESTLINE, OHIO



## Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

*Send all orders to*

**Grain Dealers Journal**

315 South La Salle St.

CHICAGO, ILL.





# Ten Years Ago

a motor truck scale was not a necessity—but it is Today. Farmers are finding that motor trucks are more economical in hauling grain to the elevator, and the elevator man must keep pace with them. He must be prepared to receive grain from their trucks. He needs a scale fitted to the task. To protect yourself and insure your customers a "square deal" investigate the motor truck scale, one of

## "The STANDARD" SCALES

These scales embody Accuracy, Dependability and Durability. They are built especially to meet your needs; they are the scales for the elevator man. They are scientifically designed and constructed and are the best that high-grade skill and workmanship can make them. Send today for catalog 73.

### THE STANDARD SCALE & SUPPLY COMPANY

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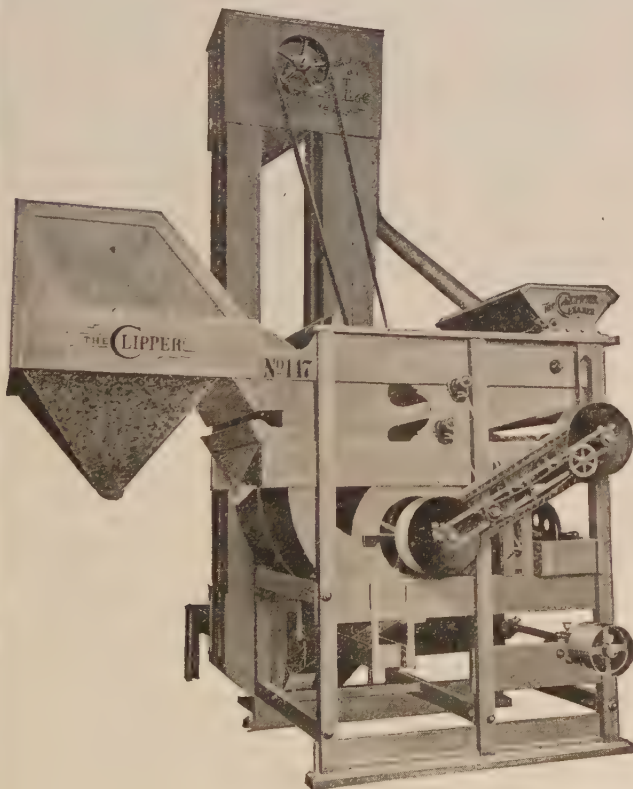
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## No. 147 "Clipper" Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

*Catalog and price list showing our full line on request.*

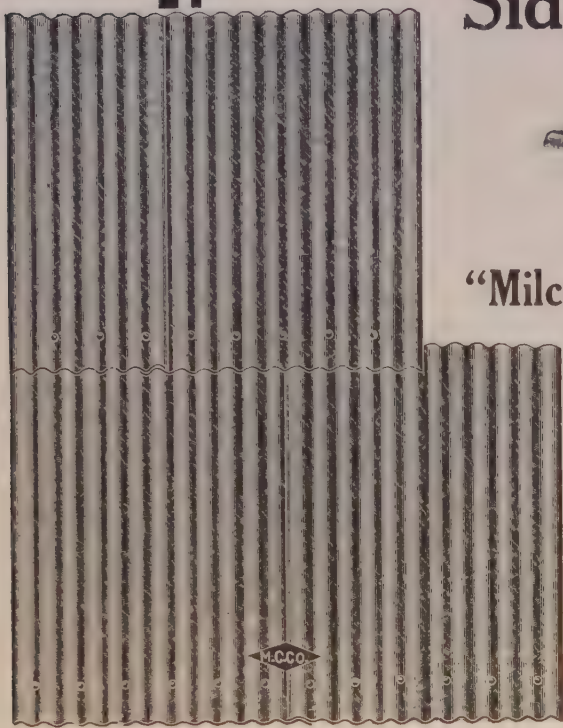
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# Fire Proof Roofing Siding and Awnings



## "Milcor" Sheet Metal Roofing

"Milcor" sheet metal roofing adjusts itself to expansion and contraction due to heat or cold. Made particularly for Grain Elevators, Mills and high buildings of similar character. Single or double curved awnings from 24 to 48 gauge—galvanized or painted.

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## MORE HUMPHREY SERVICE BELT ELEVATORS



than ever before are being installed all over the world.

### SAVES--TIME--MEN--MONEY

A necessity in any mill or elevator with two or more floors. Quickly conveys men and sacks of grain or flour from one floor to another.

**SPEEDS UP PRODUCTION,** enabling your men to do more work in the same time without useless waste of energy.

Write for Bulletin D-5 giving detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

If not made by Humphrey Elevator Co. it is not a "Humphrey."

The original standard belt man lift for 30 years.

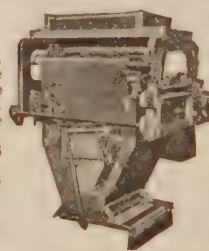
**HUMPHREY ELEVATOR CO.,** Sole Manufacturer  
Fairbault, Minnesota

## RICHARDSON AUTOMATIC GRAIN SCALES

Self Compensating, Operating and Adjusting

### Why

be satisfied with a Semi Automatic Scale when it is possible for you to own a Full Automatic? The Richardson is an Automatic that IS AUTOMATIC. It automatically does the things that other automatic scales require a human being to do.



The NEW Richardson is SELF OPERATING and SELF ADJUSTING. It weighs accurately free running grains of from twenty to sixty pounds to the bushel without change of adjustment.

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## SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

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LaSalle Street - CHICAGO, ILL.





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Hold your leadership in the feed business with the recognized Standard Sucrene Line. The long standing reputation of these feeds for result producing quality is firmly established. Feeders of live stock and poultry will not be satisfied with "substitutes."

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With the completion of our new mill in the near future —the greatest and most modern exclusive feed mill in America—we will be able to take better care of the trade than ever before, with quality feeds at money-making prices.

Orders for the complete line of Sucrene Poultry Scratch Feeds are solicited and will be promptly filled. Address main office.

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Main Office and Mills: Peoria, Illinois

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**This is Fun**

Any operator on a UNION SPECIAL Filled Bag Closing Machine will tell you that he is having fun in closing four times as many bags as he did when he sewed them by hand.

And, at the same time he is saving money for his employer in bag and twine costs.

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## The RICHARDSON Oat Separator



**Is in a Class by Itself**

*Separates to Perfection*

**WILD OATS FROM WHEAT  
WHEAT FROM TAME OATS  
SUCCOTASH**

**No Wheat Lost in the Oats—Used in Every  
Terminal—Durable—Economical**

*Write for Catalogue*

**Richardson Grain Separator Co.**  
MINNEAPOLIS, MINN.—WINNIPEG, MAN.

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to modernize your plant so it will minimize your labor and increase your profits? Is it here?

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| Account Books       | Lightning Rods            |
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| Car Liners          | { Kerosene Engine         |
| Car Loader          | { Motors                  |
| Car Mover           | Power Shovel              |
| Car Puller          | Rolls for Cracking Corn   |
| Car Seals           | Sample Envelopes          |
| Cleaner             | Scales                    |
| Clover Huller       | Scarifying Machine        |
| Conveying Machinery | Self Contained Flour Mill |
| Distributor         | Separator                 |
| Dump                | Sheller                   |
| Dump Controller     | Sieves                    |
| Dust Collector      | Siding-Roofing { Asbestos |
| Elevator Leg        | { Steel                   |
| Elevator Paint      | Silent Chain Drive        |
| Feed Mill           | Spouting                  |
| Fire Barrels        | Storage Tanks             |
| Grain Driers        | Testing Apparatus         |
| Grain Tables        | Transmission Machinery    |
| Gravity Cleaner     | Transmission Rope         |

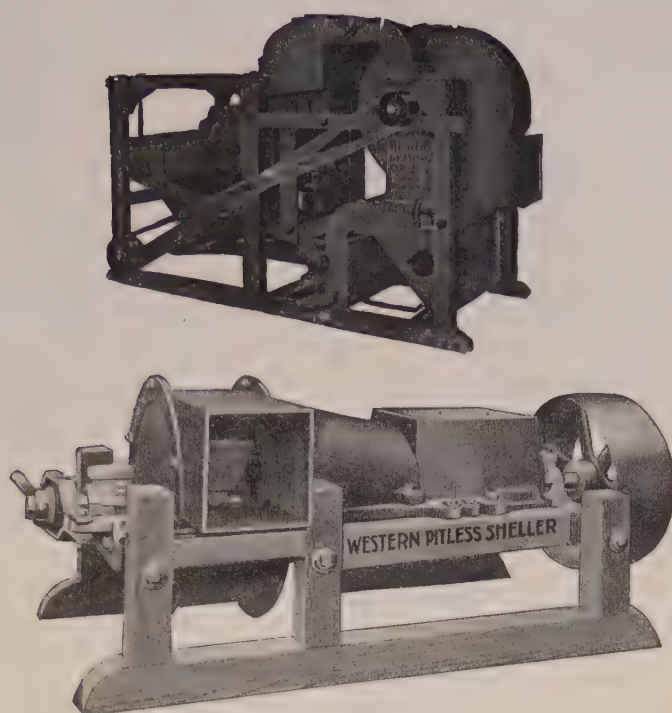
or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

**INFORMATION BURO**

Grain Dealers Journal, 305 So. La Salle St., Chicago





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The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

### UNION IRON WORKS, Decatur, Ill.



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If you are called upon to decide how to apply a limited appropriation of money between installing a HALL SPECIAL LEG (which is guaranteed against a choke, the *primal* cause of fires in legs) and purchasing an ordinary leg and a fire insurance policy on it, choose the HALL SPECIAL: save your premiums, your elevator structure and its contents, and the loss inevitable with fires.



The *ultimate* cause principally of leg fires is slippage of the cup belt on the head pulley. Slippage may occur without a choke in improperly designed legs. They cannot occur in a HALL SPECIAL.

**HALL SIGNALING DISTRIBUTOR**

This simple device, with only two moving pieces, not only guarantees durability and economy of maintenance, but its accuracy, its automatic signal, and the positiveness of its operation insures the handling of grain with such great saving and economy that its supremacy is never questioned.

**Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.**

**OTTO Gas and Gasoline Engines Are Cheapest to Operate**

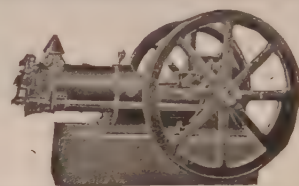
Ottos are designed with the idea of delivering the most horse power for the least possible fuel consumption. The up-keep cost of Ottos also is at a minimum because only finely machined parts of carefully inspected materials enter Otto construction and these wear indefinitely.

For over forty years men have compared internal combustion engines with Ottos—for Ottos have been the standard since 1876.

Stock designs up to 50 H. P. are ready for early delivery. Your name and address on a postal brings a book of gas and gasoline engine facts which you will probably find interesting and informing.

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Corn Grading  
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Bean and Seed Testing Scales  
Special Scales for Special Purposes

**Torsion Balances**

—have—  
No Knife-edges—No Friction—  
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Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

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Style No. 6000  
Corn Grading Balance

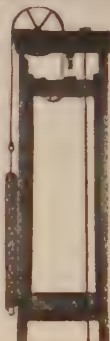
**The Van Ness Safety Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness Construction Company**  
Grain Exchange Building  
OMAHA, NEB.  
We Build  
Modern Grain Elevators

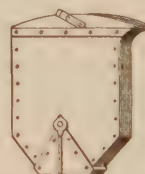
**THE ONLY SANE, SAFE THING**

to do is to install an All Metal  
Fire Proof

**Knickerbocker "1905" Cyclone DUST COLLECTOR**

The Knickerbocker Co.,

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**"KLINGLER"**

Is Automatic—  
Simple—  
Accurate—

Weights Grain as you  
Count Money

"Simplicity Assures Accuracy"

**KLINGLER MFG. CO.**

915 Washington Ave. So.  
MINNEAPOLIS, MINN.

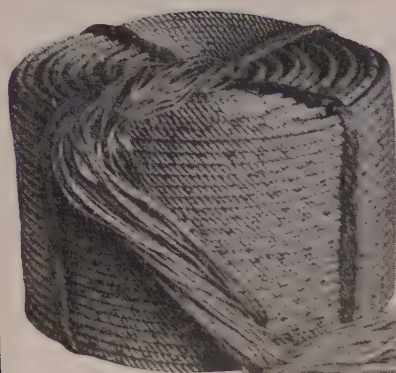
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the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES  
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OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.





## FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

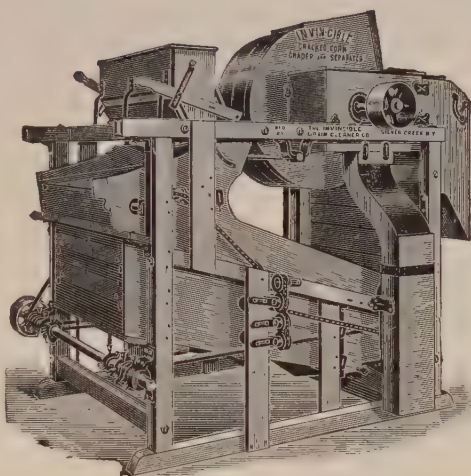
**H. CHANNON CO.**

Chicago, Ill.

**AJAX**

*In one operation it is possible to obtain—*

Coarse grade  
Medium grade  
Fine grade  
Hulls  
Meal



The INVINCIBLE Cracked Corn Separator and Grader is the one profitable machine to have. Without it you cannot compete with other manufacturers.

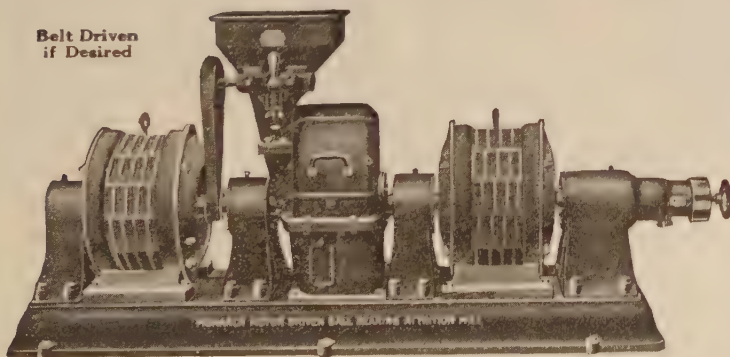
**INVINCIBLE GRAIN CLEANER COMPANY**

SILVER CREEK, N. Y.

## MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily  
All Attrition Mill Requirements*

Belt Driven  
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

### **Saving Labor and Time**

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

*Write for Catalog No. D115*

**SPROUT, WALDRON & COMPANY**

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

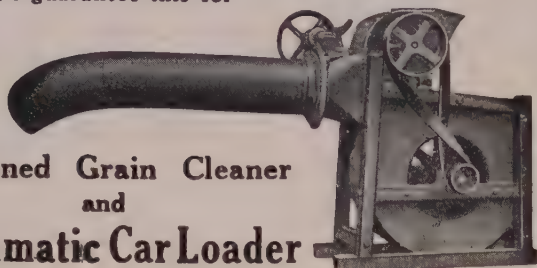
Chicago Office: 9 So. Clinton St.



**CLEAN AND LOAD IN ONE OPERATION**

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



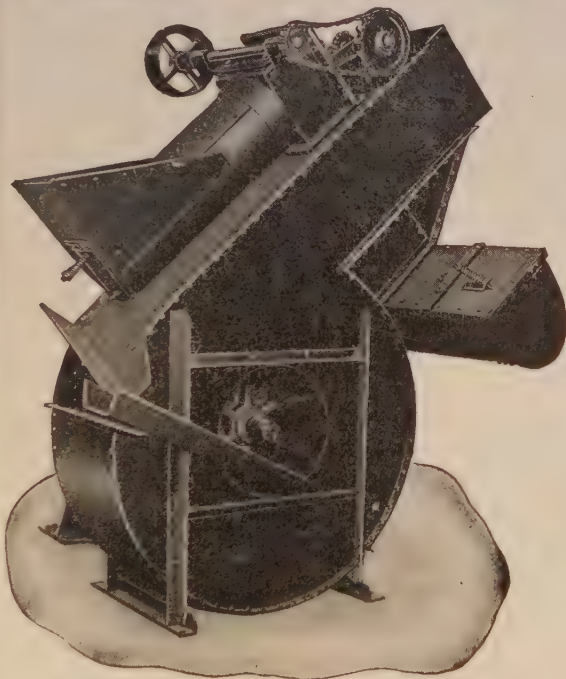
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

A better way to handle **GRAIN** is the Bernert Way

**WHY?**

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

**Bernert Mfg. Co.**

491 12th Street

MILWAUKEE, WIS.

**Your Opportunity**

is here. Now is the time to let the elevator man know you want his business. Advertise in the

*Grain Dealers Journal*

**Certain Departments**

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

**KENNEDY CAR LINERS**

Prevent Leakages  
Avoid Claims  
Saves Money

Used by Thousands of  
Progressive Shippers

MADE BY

**THE KENNEDY CAR LINER & BAG CO.**

SHELBYVILLE, INDIANA

**NEW BADGER**  
SLIP PROOF  
SAFETY SPURS  
**CAR MOVER**



—the Slip-proof  
Safety Spurs

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face, as frequently happens with ordinary movers or crowbars.

**Try One 30 Days—  
No Money in Advance.**

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

Advance Car Mover Co., Appleton, Wis.  
Canadian Advance Car Mover Co., Welland, Ont.



**CONE-SHAPE GRINDERS**

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

**N. P. BOWSHER CO., SOUTH BEND, IND**




Speaking of Paint. What kind do you use for tin roofs and other exposed metal or wood work? Have you been satisfied with its service?

## DIXON'S Silica - Graphite Paint

is peculiarly adapted for your use. The silica-graphite pigment makes it naturally a long service paint. It has demonstrated its ability to protect metal and wood work for the longest possible time and under the most severe conditions.

Write for Booklet No. 15-B and long service records.

Made in JERSEY CITY, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**

**ESTABLISHED 1827**

## FOUR THINGS

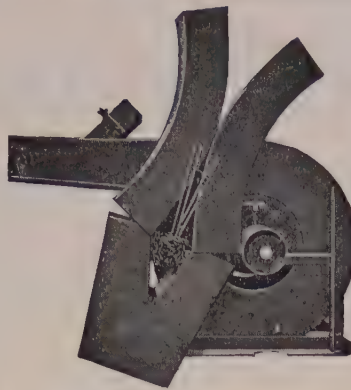
the advertiser considers before an advertisement is placed:

**CIRCULATION  
QUALITY  
INFLUENCE  
RATES**

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

**Give Your Ad a Chance to  
MAKE GOOD**

Run it in the  
**GRAIN DEALERS JOURNAL**



## No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

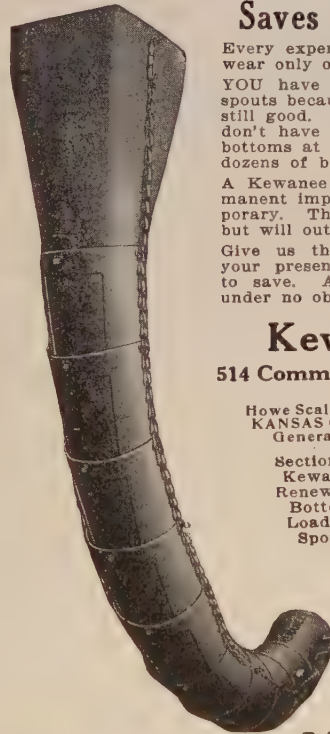
"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

Don't Build Elevator on Railroad Land

An elevator with a Boss Air Blast Car Loader system of loading grain can be built even as far away as 100 feet from the track—yet every car will be loaded to full capacity without any scooping in the car—and without elevator being built any special height. The grain CANNOT be injured as it does not pass through the fan, nor through any feeder devices. Simple to install and operate. Write today for Blue Prints and our booklet "\$60.00 A CAR PROFIT."

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**

## A KEWANEE Renewable Bottom Loading Spout Saves Grain, Money, Time, Labor



Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

### Kewanee Implement Co.

514 Commercial Street

Kewanee, Illinois

Distributors  
Howe Scale Co. of Ills. Fairbanks Morse & Co.  
KANSAS CITY, MO. OMAHA, NEB.  
General Service & Supply Co., Minneapolis, Minn.

Section of  
Kewanee  
Renewable  
Bottom  
Loading  
Spout



Pat. Pending

## Prevent CLAIM LOSSES with TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS

Are now using them.

Write for samples and prices.

**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL



**Protect your  
Shipments  
by using  
Edgar Car Seals**

Write or mail coupon TODAY

**Edgar Steel Seal & Mfg. Co.**

617 Vermont Street, LAWRENCE, KANSAS

Send samples and full information how Edgar Seals are saving money for shippers.

Quote price on..... Seals

Firm.....

Address.....

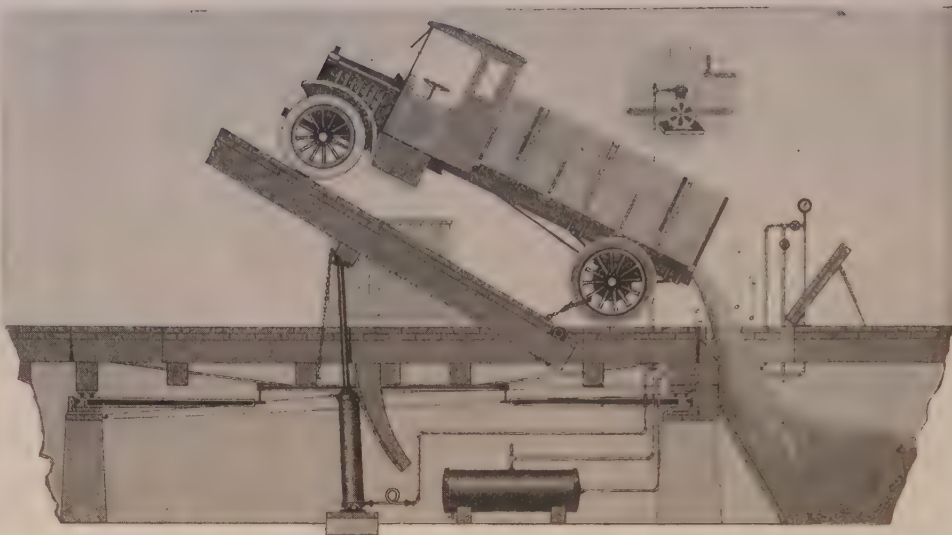


# A Dump Within a Dump

—that's the reason you can operate either section with one tilting power cylinder—the forward section dumps trucks—the rear dumps wagons or sleds—simply shift the cylinder forward or backward.

Air valves and cylinder control lines placed conveniently near scale beam or on work floor—air tank and compressor anywhere in elevator or engine room.

The only dump that will fit any size or make of scale—easy to install—simple to operate—positive in action.



## GLOBE COMBINATION AUTO TRUCK and WAGON DUMP

Manufactured  
Exclusively by

*Globe Machinery and Supply Co.*  
Des Moines, Ia.

Spencer Patents  
Feb., 1919

### The Common Verdict

C. W. STONER & SON  
Grain, Lumber, Coal  
Iroquois, South Dakota

August 22, 1919.

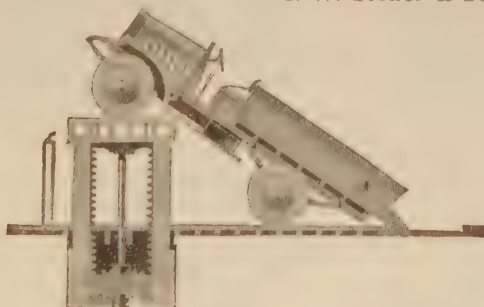
Trapp-Gohr-Donovan Co.,  
Omaha, Nebr.

Gentlemen: Enclosed please find check in payment for your Auto Truck and Wagon Dump.

We want to say that this dump is one of the greatest inventions for the Grain Man and Farmer that has ever been invented. We could not get a carpenter and so we went to work and put it in ourselves.

Yours truly,

C. W. Stoner & Son



You'll say so, too  
Write for particulars

**TRAPP-GOHR-DONOVAN CO.**

1125 North 22nd Street

OMAHA, NEBR.

## ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

**Sales, Shipments and Returns** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

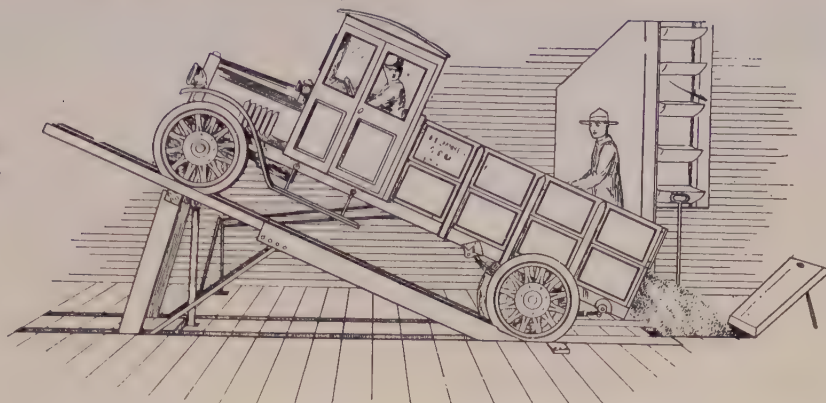
The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

**GRAIN DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.



# Moffitt Automatic Truck Dump



## IS GUARANTEED when properly installed

- to operate SMOOTHLY.
- to be a PROFITABLE investment.
- to require NO POWER to operate (which means the saving of practically one man's time.)
- to handle any load up to TEN TONS.
- to unload Trucks with GREATER EASE than you unload wagons on your present equipment.
- to unload Trucks as QUICKLY as you unload wagons.
- to LAST AS LONG AS YOUR ELEVATOR itself will last.
- to be FREE FROM EXPENSE OF UPKEEP from use during life of Elevator.
- to be just as SAFE AND DEPENDABLE as any modern WAGON DUMP.

It can be installed in ANY ELEVATOR OR MILL AT A SMALL EXPENSE.

## YOU DO NOT PAY

for it until you have TESTED IT OUT and KNOW, as we do, that it will DO THE WORK PROPERLY.

*We Guarantee That You Will Like It*

**Automatic Truck Dump Company**  
502 Grain Exchange Bldg. OMAHA, NEB.



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building SIOUX CITY, IOWA



### A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**BALLINGER & McALLISTER**  
ENGINEERS AND CONTRACTORS  
Grain Elevators Driers Coal Chutes  
Wood or Concrete  
UNITY BLDG., BLOOMINGTON, ILL.

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
MONADNOCK BLDG. CHICAGO, ILL.

**BIRCHARD**  
CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
1129 J Street LINCOLN, NEB.

**Your Individual Needs**  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEB.  
Write for Details of Our System

**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Wait Building  
DECATUR ILLINOIS

**EFFICIENT ERECTING CO.**  
We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS  
GEO. H. CRAIG  
6803 Parnell Ave., Englewood, Chicago, Ill.

**IF** you wish to build your elevator  
right, my eighteen years experience  
is at your command.  
**C. E. BIRD & CO.**  
MINNEAPOLIS MINNESOTA

**D. F. HOAG & CO.**  
Designers and Constructors of  
**GRAIN ELEVATORS**  
Corn Exchange, Minneapolis

**The General Wrecking & Lumber Co.**  
3456-62 Archer Avenue  
CHICAGO, ILL.  
ELEVATOR WRECKERS



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.

### Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**  
ENTERPRISE, KANSAS

### Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.25.


**GRAIN DEALERS JOURNAL**  
305 So. La Salle Street CHICAGO, ILL.





REINFORCED CONCRETE  
**GRAIN ELEVATORS**  
STORAGE BINS  
AND  
MILL BUILDINGS

**DEVERELL, SPENCER & CO.**  
GARRETT BLDG.  
BALTIMORE-MARYLAND



**HOLLOW TILE ELEVATORS**  
Fireproof, no upkeep,  
indestructible. Guaranteed.  
Built with  
**American Flint Tile**  
COST LESS THAN  
CEMENT OR WOOD  
Special Construction. Plans  
and estimates furnished free.  
**W. W. COATES CO.**  
Dept. 359, Nearest Office  
Omaha Kansas City  
Sioux City Des Moines  
Oklahoma City St. Louis

American Flint Tile Elevator

## SHIPPERS' CERTIFICATE of WEIGHT

Designed for the use of grain shippers who wish to make a written statement of the amount and grade of grain loaded into a car. Especially adapted for use in connection with claims for Loss of Weight in Transit.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name;—lbs. equal to—bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

**A. F. ROBERTS**  
ELEVATORS  
ERECTS CORN MILLS  
WAREHOUSES  
FURNISHES PLANS  
ESTIMATES  
MACHINERY  
SABETHA, KANSAS

**MILLER, HOLBROOK, WARREN & CO.**  
DESIGNING ENGINEERS  
Reinforced Concrete Elevators  
Large or Small  
Millikin Building DECATUR, ILL.

**HICKOK** Construction Co.  
MINNEAPOLIS & SPOKANE **ELEVATORS**

**W. C. BAILEY**  
Contracts and Builds  
Modern Grain Elevators  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
433 Range Bldg., OMAHA, NEBR.

**A. G. BOGGESS**  
Builder of  
GRAIN ELEVATORS  
and Coal Pockets  
Phone F. 282 P. O. Box 166  
DECATUR, ILL.

## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal


**White Star Co.**  
WICHITA, KAN.

**BUILDERS of  
Good Elevators**

WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
GRAIN ELEVATORS  
Any Size or Capacity  
523 Board of Trade Bldg., Indianapolis, Ind.

**GEORGE HOWARD**  
Grain Elevator Repair Specialist  
LA GRANGE, ILL.  
Old elevators made almost new at lowest prices. New elevators either wood or concrete given special attention. Let us know your needs.



**Burrell Built Elevators  
are Better—  
the kind you need**  
**Burrell Eng. & Cons. Co.**  
Chicago  
Portland, Ore. Kansas City, Mo

## THE VALUE OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

## For Immediate Delivery

**1½" Cross Corrugated  
Galvanized Sheets**

**The Sykes Company**

930 W. 19th Place

CHICAGO, ILL.



## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,  
Limited.The Saskatchewan Co-operative Elevator  
Co., Limited.

The James Richardson &amp; Sons, Limited.

### THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William, Ont., Duluth, Minn.  
Minneapolis, Minn.

Pennsylvania Railroad Co.'s Terminal  
Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu. re-  
ceiving capacity. All concrete, modern  
construction, with latest improvements.

Designed and built under the  
direction of

### Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

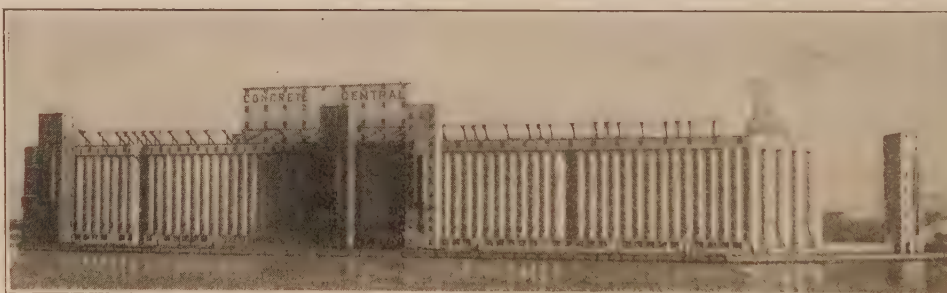
Write us for Estimates and Proposals

### Monarch Built Elevators

assure you econ-  
omical design,  
first class work,  
efficient opera-  
tion.

#### SATISFACTION

Let us Submit Designs  
and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO.,** **BUFFALO, N. Y.**

## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,  
for the Pennsylvania Railroad.

### JAMES STEWART & CO., Inc.

Designers and Builders  
GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

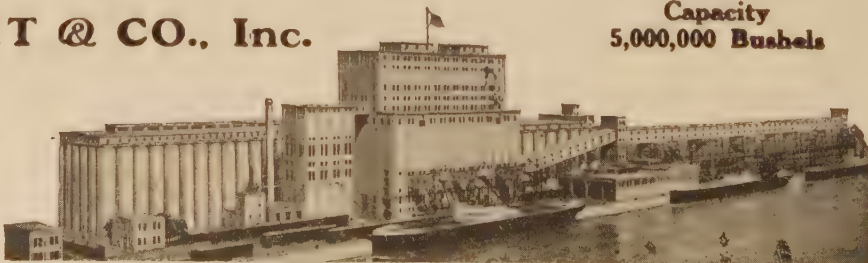
GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

Capacity  
5,000,000 Bushels







## Elevator No. 2

Manchester Ship  
Canal Company

Manchester, England

1,500,000 Bushels

### John S. Metcalf Co., Ltd., *Grain Elevator Engineers*

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

395 Collins Street  
MELBOURNE, AUSTRALIA

125 Strand  
LONDON, W. C., 2, ENGLAND

### FEGLS CONSTRUCTION CO.,

FORMERLY FEGLS-BELLOWS ENGINEERING CO., LTD. LIMITED

ENGINEERS—CONTRACTORS

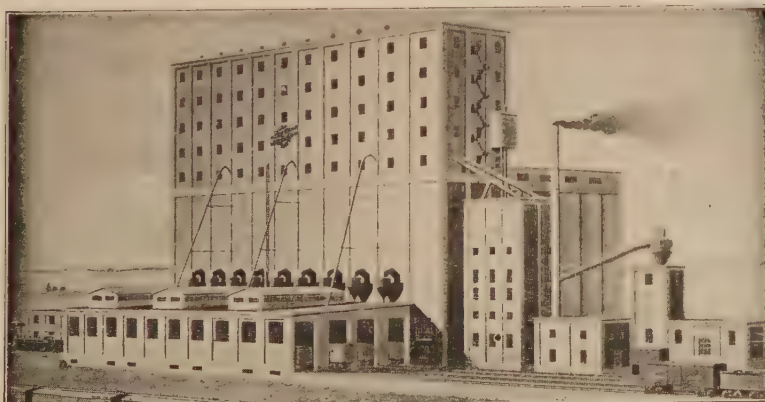
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE  
AND EXECUTE CONTRACTS ANY-  
WHERE. GRAIN ELEVATORS, MILLS  
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods  
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

### C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**GRAIN ELEVATOR** and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**20,000 BU. ELEVATOR** located in Ohio for sale. Doing good business. Fine location. Address: Value, Box 10, Grain Dealers Journal, Chicago.

**DECATUR DISTRICT, ILL.,** elevator for sale. New and strictly modern. Right price. Excellent location. Address: Modern, Box 10, Grain Dealers Journal, Chicago.

**25,000 BU. CRIBBED** elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

**ELEVATOR AND COAL** business for sale in good Iowa town of 1200 inhabitants. In good running order; a good money maker for a hustler. Address: M. Box 7, Grain Dealers Journal, Chicago.

**NEW 18,000 BU.** elevator for sale. Well equipped with machinery, in A-1 condition. In good wheat, oats and corn belt. Doing good business. Good reason for selling. Address: Ketchum Elevator Co., Ketchum, Okla.

**25,000-BU. CAPACITY ELEVATOR AT MAX,** N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

**14 BIN CRIBBED Elevator,** only \$2500. Liberal terms. Excellent location. Electric power and lights. A-1 condition. It is a snap. Located at Marshall, Wisc., on C., M. & St. P. Ry. Address: D. V. Hales, Station "A," Milwaukee.

**FOR SALE OR LEASE—8,000-bu.** capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdote & Co., Bonnot's Mill, Mo.

**GENERAL ELEVATOR** and feed business for sale. 1st class attrition feed grinder in connection. Also handle coal, farm machinery, fencing, building supplies, etc. No competition. Excellent business. Address: Field, Box 8, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

**65,000 BU. GRAIN** elevator for sale. One of the largest and best grain sections in Ill. Elevator and Machinery in good condition. Price very reasonable. Also 3 elevators to lease. All of these 4 are doing good business now. Address: Lease, Box 10, Grain Dealers Journal, Chicago.

**2 ELEVATORS** in good grain country in eastern S. D. and ONE in S. W. Minn. for sale at a bargain if taken at once. Address: Elevators, Box 10, Grain Dealers Journal, Chicago.

**3 COUNTRY ELEVATORS** in heart of Kansas Wheat Belt for sale. Now filled with wheat. Conveniently located. Must sell together for cash. For particulars address: Kansas, Box 5, Grain Dealers Journal, Chicago.

**PROFITABLE,** wholesale and retail grain business in live, healthful, delightful Colorado city for sale for good reasons. Annual business \$700,000. Requires about \$75,000 to handle. Address: Grain, Box 4, Grain Dealers Journal, Chicago.

## BUSINESS OPPORTUNITIES.

**SEED BUSINESS FOR SALE.** Doing \$50,000 business a year. Good clean stock. Large live mailing list. Established 17 yrs. For particulars address: Leifer Bros. Seed Co., Little Rock, Ark.

**GRAIN** and Coal business, well established, making money, for sale. Property equip with elevator, machinery, warehouses and barns for handling whse. and retail business. Located in modern little city in panhandle of Texas, center of shallow water irrigated district. Big wheat crop only partly marketed, big feed crop ready to market. A snap. \$3500 cash with terms that profits can handle, will buy it. For full description, Box 145, PLAINVIEW, TEXAS.

**IF YOU** are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

## ELEVATOR BROKERS.

**JOHN A. RICE,** exclusive elevator broker Frankfort, Indiana.

**ELEVATORS FOR SALE—Write to Julian I.** Buckley, Elevator Broker, David City, Nebr.

**IF YOU WANT** to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

"We have sold the elevator. The first reply to our WANT AD was a buyer." McGregor, Iowa

I am glad to say that the Grain Dealers Journal is the best I take, and I would not do without it.—R. J. Mitchell, Lewistown, Mont.

## YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

## ELEVATORS WANTED.

**15 OR 20,000 BU.** elevator wanted in Northern Ind. or N. E. Ohio. Full details requested 1st letter. Address: Hoosier, Box 8, Grain Dealers Journal, Chicago.

**ELEVATOR WANTED** in good location, with the business there to be gotten. Will buy 2 if suitable. Give description and price. Address: Box 579, Fort Dodge, Iowa.

**WILL EXCHANGE** good N. E. Montana land for live elevator and coal business in Northern Iowa or Southern Minn. Give full particulars. Address: Exchange, Box 10, Grain Dealers Journal, Chicago.

**ELEVATOR IN N. ILL.,** Iowa or Minnesota wanted to buy for cash. Do not object to side lines of coal, lumber or machinery or general store. Give full particulars first letter. Address: W. F., Box 9, Grain Dealers Journal, Chicago.

**WILL BUY,** rent or operate on percentage basis elevators located in Ill., Iowa, Minn. or Wisc. Must be in good condition and doing good business. Give full particulars first letter. Address: S & K. Box 9, Grain Dealers Journal, Chicago.

## FEED MILL FOR SALE.

**FAST GROWING FEED MILL** for sale. Doing heavy business year round. Modern and up to date good line customers. Will bear closest investigation, located in best town in Okla., on 5 railroads. Will take \$35,000 to handle. Address: Mill, Box 9, Grain Dealers Journal, Chicago.

## OFFICE SUPPLIES.

**ELLIOTT FISHER** billing, writing and cross footing machine for sale. 24-inch platen, 11 quantity registers, cost \$1350.00. Any offer considered. Address: Machine, Box 10, Grain Dealers Journal, Chicago.

**SAFES—Large stock** of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**OFFICE DESKS,** Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

**FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc.,** adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

**Under SITUATIONS WANTED** you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.



## SITUATIONS WANTED.

**AS MANAGER** of elevator. Prefer Ind. or Ill. 5 yrs. experience. Married. Can give bond for any amount. Address: Bond, Box 7, Grain Dealers Journal, Chicago.

**AS MANAGER** of Country Elevator, 15 yrs. experience in Grain, Feed & Coal. Good bookkeeper. Married. Prefer Iowa or Minn. Address West, Box 4, Grain Dealers Journal, Chicago.

**HUSTLING**, experienced man wants situation with good country elevator. Can handle side lines. Will give bond for any amount needed. Salary reasonable. Address: Energy, Box 10, Grain Dealers Journal, Chicago.

**AS MANAGER** of elevator which also handles commercial feeds. Thoroughly understand handling all kinds of grain. 8 yrs. Exp. Married. Full particulars and references given. Address: Muncie, Box 10, Grain Dealers Journal, Chicago.

**AS MANAGER** of country elevator. 8 yrs. experience in grain, feed and coal. Good bookkeeper. Employed at present as manager, but wish to change. Can give good references. Address: Manager, Box 7, Grain Dealers Journal, Chicago.

### ENGINE SOLD.

"It sure does pay to advertise in your journal. It sold my engine in 15 days' time." L. A. Peachy, Beaver Dam, Wis.

### SCALES SOLD.

"We sold the scales and had sufficient number of inquiries to sell 10 or 15 more scales with it." The Imperial Mills Co., Wichita, Kans.

### HELP SECURED.

"We will be able to procure the help we wish from the applications we have in response to the ad." The Quaker Oats Co., Country Elevator Dept., Ft. Dodge, Ia.

### ELEVATOR SOLD.

"Our ad appeared under blind advertisement 'Good, Box 8.' We received so many inquiries from this advertisement that we have decided that to be fair to all and give all an equal chance, we will put this property up at Public Auction, Thursday, Nov. 20th." Bowles-Kessler Grain Co., Algonia, Iowa.

### MACHINE SOLD.

"I have sold the grinder which you advertised for me and would further add that I am very much pleased with the success of the sale. When I have more stuff to sell will advise you at once." J. P. Shoemaker, Daleville, Ind.

### SITUATION SECURED.

"I have opened an office in this city for the Taylor Grain Co. I certainly appreciate what you have done for me in this matter and if I can be of any help to you from this territory, please call on me. Thanking you for the results from my ad, I am, J. G. Brennan, Sterling, Colo."

## MALE HELP WANTED.

**SUPERINTENDENT** of experience and ability to handle modern terminal elevator. Young man of energy and initiative preferred. Address: Big Opportunity, Box 9, Grain Dealers Journal, Chicago.

**EXPERIENCED MAN** wanted to operate transfer elevator. Capable of shelling 1500 bus. corn an hour, drying 500 bus. per hour, etc. Give experience and salary wanted. Address: Shipper, Box 10, Grain Dealers Journal, Chicago.

**EXPERIENCED FOREMAN** for Feed Mill wanted. Must be acquainted with mixing all kinds stock and poultry feeds. Give experience and salary expected first letter. Address: Feed Mill, Box 10, Grain Dealers Journal, Chicago.

**EXPERIENCED HELP**, such as managers for country stations, foremen, auditors and employes needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**CAPABLE MANAGER** wanted for small elevator in western Iowa. Must understand the grain business. Good salary for the right man. Give full reference and particulars regarding experience in first letter. Address: Rothschild Grain Co., Omaha, Nebr.

**ELEVATOR FOREMAN** for 2 elevators in town of 8,000. Electric power, good schools, good water, fine climate. Must be familiar with winter wheat, kaffir and Maize. Excellent opportunity for advancement. Salary to begin \$125.00. CLOVIS MILL & ELEVATOR CO., Clovis, N. M.

## TYPEWRITER WANTED.

**LATE MODEL L. C. SMITH TYPEWRITER** wanted. Must be in good condition. Address, giving full particulars and price: "Typewriter, Box 10," Grain Dealers Journal, Chicago.

## TARIFFS WANTED.

**ONE COPY OF MILWAUKEE GENERAL** Tariff No. 2463 D wanted. Address: Hallet & Carey Co., Minneapolis, Minn.

## SEED CODE WANTED

**AMERICAN SEED TRADE ASSOCIATION** Cipher Code wanted. New or second hand. Address: Paris, Box 8, Grain Dealers Journal, Chicago.

## DYNAMOS—MOTORS.

**ONE 15 H. P.** Electric Motor, Type 1-9-8, 1200 RPM. 3 phase, 60 cycle; 220 volts; with standard base and resistance, practically new; for sale. Farmers Co-op. Ass'n., Lexington, Mo.

**DO YOU** want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

Why not  
put  
your announcement  
here.

## MACHINES FOR SALE.

**ONE JOHN DEERE** Portable Corn Loader for sale. Complete with 18 ft. Conveyor. For price write Alhambra Grain & Feed Co., Alhambra, Ill.

**ONE CAST IRON** Pulley 60"x6"x3 3/4" set screw, key seated. Address J. H. Braden, Amoret, Mo.

**ONE 2 BURNER** (gasoline) Hess Moisture Tester and Scales for sale. Lot Belting, Cups, Boots, Pulleys, Shafting, etc. Can ship at once. Cole Grain Co., Peoria, Ill.

**BRAND NEW HESS** Moisture Tester and a set of Grain Screens for sale. Never used. Selling cheap. Address: Tester, Box 10, Grain Dealers Journal, Chicago.

**ONE 25 BBL.** Midget Mill, one 50 bbl. Midget Mill for sale. All kinds of new and used Mill machinery. Address H. C. Davis, Mill Machinery, Bonner Springs, Kans.

**PRICED TO SELL.** 1 Hall Signaling Grain Distributor 7 inch 8 duct. Good as new. Also some belting, steel cups, sprocket wheels and iron pulleys. Farmers' Elevator Co., Badger, Iowa.

**ONE second hand** No. 1 Sidney Double Shoe Corn & Grain Cleaner for sale. Capacity 350 to 550. This cleaner is in A-1 condition. Address: The Philip Smith Mfg. Co., Sidney, Ohio.

**ONE REBUILT** Great Western 2 pair high roller 9x24 Feed Mill. Belt Driven. Has never been used since rebuilt. 1 pair of extra rolls, all newly corrugated. Never been uncrated. Guaranteed to be right in every way. \$325 f. o. b. cars here. Home Elevator Co., Erick, Okla.

**FOR SALE: BIG LOT** of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

## REAL BARGAINS.

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.  
Geo. J. Noth, Mgr.,  
9 S. Clinton St., Chicago, Ill.

## IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

**GRAIN DEALERS JOURNAL**  
LA SALLE ST., CHICAGO.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.



## ENGINES FOR SALE.

ONE 25 H.P. MUNCIE OIL Engine in good condition for sale. Address: Monon Mill & Elevator Co., Monon, Indiana.

HAMILTON CORLISS Engine 16x36 and two 90 H. P. Boilers for sale. Address: M. C. Peters Mill Co., Omaha, Nebr.

TWO 25 H. P. International Mogul Engines in good shape for sale. Address: White Star Co., Wichita, Kans.

25 H.P., I. H. C. Mogul Kerosene Burner Engine for sale. Will run 20" Grinder to perfection. Engine guaranteed to be in A-1 condition. Reason for sale, installed electricity. Inquire Huebner Bros. Co., Forest Jct., Wisc.

20 H. P. GASOLINE ENGINE for sale. Fairbanks Morse & Co. Reason for selling, have installed electric motor. Jetmore Co-op. Co., Jetmore, Kansas.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

ONE 50 H. P. Fairbanks Morse Gas Engine in first class condition. Will be run until Dec. 10. Only reason for selling is exhausted gas supply. Conklin Lumber Co., Greenfield, Ind.

ONE HAMILTON-CORLISS, right hand, double eccentric Steam Engine, cylinder 26", stroke 48", split fly wheel 16 ft. diameter, 42" face; engine in first class condition; write for prices. Address: H. L. Halliday Milling Co., Cairo, Ill.

## SCALES FOR SALE.

60,000 LBS. CAPACITY Howe Hopper Scale for sale for \$100.00. Have Automatic, reason for selling. Address: B. E. Morgan, Rossville, Ill.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 100 TON Fairbanks Track Scale, 50 ft. Type Registering Beam. Good as new. Price \$475.00 F.O.B. Bellevue, Ohio. Write Bellevue Flour Mills, Bellevue, Ohio.

100 BU. HOWE Hopper \$45.00; 200 bu. Fairbanks Hopper \$50.00; 500 Bu. Standard Hopper \$60.00; 100 Bu. Fairbanks \$45.00; 500 Bu. Monarch Hopper \$100.00; 500 Bu. Fairbanks \$150.00. Richardson Scale Co., Wichita, Kansas.

TWO (2) PAIR of Avery Automatic Grain Scales for sale. Used 2 seasons. Hopper capacity 8 bus. wheat. Our reason for selling is that we have installed a railroad track scale which weighs a whole car at a time, and we have no further use for the automatic scale. Almyra Elevator Co., Almyra, Ark.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

SCALES REPAIRED AND SOLD  
50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.  
COLUMBIA SCALE CO.  
2439 N. Crawford Ave. - - - Chicago, Ill.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## STEAM ENGINES, BOILERS.

TWO SECOND HAND 40 h. p. Boilers with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

## ENGINES WANTED.

USED GASOLINE or oil engines wanted Fairbanks and Otto preferred. State price and condition. Address: Engine, Box 9, Grain Dealers Journal, Chicago.

## USED BELTING

Large quantity balata, canvas and friction surface rubber belting, A-1 condition. Any size, any length, at prices that are interesting.

National Belting and Salvage Company  
600-02 East Water St. MILWAUKEE, WIS.

## LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

**TEUSCHER** AND SON MACHINERY SUPPLY CO.  
527 N. Second St., St. Louis, Mo.  
Send for No. 18A BARGAIN PRICE LIST

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An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship. The pages are 10½x15½ inches, used double. The book contains 100 double pages of the best linen ledger paper. A regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$3.25.

GRAIN DEALERS JOURNAL, 305 So. La Salle Street, CHICAGO, ILLINOIS

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### GRAIN DEALERS JOURNAL

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Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Use Universal Grain Code and Reduce Your Tolls.

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For Grinding, Elevating and Conveying all kinds of grain. of standard makes, from smallest to largest capacities.

**Big Stock**  
NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY  
GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

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**B. F. GUMP CO.**

THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.



## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

**TIMOTHY SEED** on hand, for sale. Address: James F. Umpleby, Pana, Ill.

### SEEDS WANTED.

**CLOVER SEED WANTED.** Mail samples and prices to Walter G. Trumpler, Tiffin, Ohio.

**YOU CAN MAKE A PROFIT** on the soy beans that are being threshed in your neighborhood. Send us samples for price or ask us for any information you need. O. M. SCOTT & SONS CO., 17 Main Street, Marysville, Ohio.

### WANTED.

**BALED CORN HUSKS,** Timothy and Clover Hay, Oats Straw and Grain WANTED. THE HAMILTON CO., New Castle, Pa.

### SCREENINGS WANTED.

**CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal.** Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

**OFF-GRADE WHEAT, BARLEY,** Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

### BAGS FOR SALE.

**SECOND HAND BAGS FOR ALL PURPOSES.** Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

**2000—2ND HAND Cotton Grain Bags** for sale. Hold 2½ bushels wheat. Price 25c each F. O. B. St. Louis. Address: Foell & Co., 123 Market St., St. Louis, Mo.

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

### HAY FOR SALE.

**HAY** I buy and sell **HAY**  
Wisconsin Hay.  
Write me your Wants.  
Edward Wilkinson  
Wilton,  
Wisconsin.

### MISSOURI BRAND SEEDS

Specialists  
KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

## SEND SAMPLES

of

Timothy, Red Clover, Alsike, Red Top, Hairy Vetch, Bluegrass, Orchard Grass Seed, Rye and Winter Oats, to

## The Belt Seed Co.

Importers and Exporters  
BALTIMORE

We can offer D. E. Rape, Imported Orchard, Alfalfa, Crimson Clover and Red Clover.

## The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

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to an advertiser, you help to make it bigger and better.

## Directory

## Grass Seed Trade

### ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.  
Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass & Dogstall.

### BUFFALO, N. Y.

Whitney-Eckstein Seed Co., wholesale seeds.

### CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The, J. M., field and garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

### DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.  
Missouri Seed Co., wholesale exports and imports.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., grass and field seeds.  
L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King Co., wholesale seeds.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.  
Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.  
Radwaner Seed Co., I. T., fd. & gr. seeds, ex. imprts.

### OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.  
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

### ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

### TOLEDO, OHIO.

Flower Co., The, S. W., seed merchants.  
Hirsch, Henry, whole. flour, seed.  
Toledo Field Seed Co., The, clover, timothy.

### WICHITA, KANS.

Ross Bros. Seed Co., fd. seeds, alf., kaffir, sweet corn.



*In everything pertaining to the grain and elevator interests this Journal tops the list, and we're in a position to connect you quickly with representative shippers everywhere.*



## SEEDS FOR SALE—WANTED

**Crawfordsville Seed Co.**

Crawfordsville, Ind.

**FIELD SEEDS****WHITNEY-ECKSTEIN SEED CO.**

Wholesale Seed Merchants

**BUFFALO, N. Y.**

CORRESPONDENCE INVITED

**THE  
ILLINOIS SEED CO.**

CHICAGO, ILL.

We Buy and Sell

**Field Seeds**

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**MINNEAPOLIS SEED COMPANY**

WHOLESALE FIELD SEEDS

**HARDY NORTHERN GROWN SEEDS OUR SPECIALTY**

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

**TIMOTHY, CLOVERS, MILLETS**

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

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34TH TO 35TH STS. AND RAILROAD  
AVE. SO., ON O. M. & ST. P. RY.

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GRAIN ELEVATORS AND WAREHOUSES.  
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AVE. SO., ON O. M. & ST. P. RY.**A. W. SCHISLER FIELD AND GARDEN SEED COMPANY**

53 Years Service

Buyers and Sellers  
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Bag or Car Lots

**WHEN YOU NEED****KAFFIR-MILO**

WIRE OR WRITE

**Marshall — Jacobson Grain Co.**

517-18 Grain Exchange, OKLAHOMA CITY, OKLA.

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Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

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KANSAS CITY, MO.

**TIMOTHY SUDAN  
ALFALFA  
FEED MILLET****RUDY PATRICK  
SEED CO. KANSAS  
CITY, MO.****The Toledo Field Seed Co.**

Clover and Timothy Seed

Consignments solicited.

Send us your samples.

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**DRIVE**Your business. Hitch up with an  
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You will then have a pleasant and  
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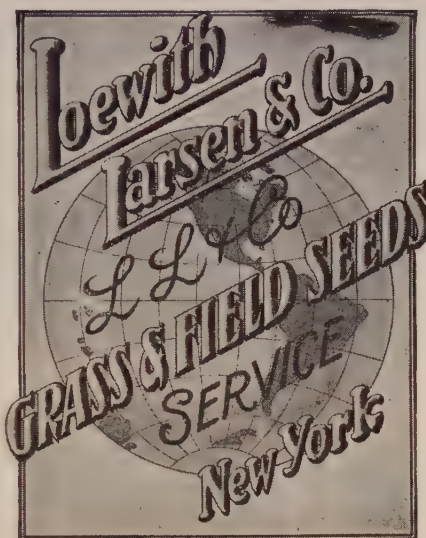
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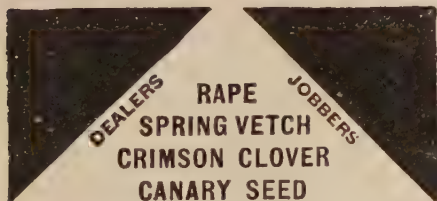
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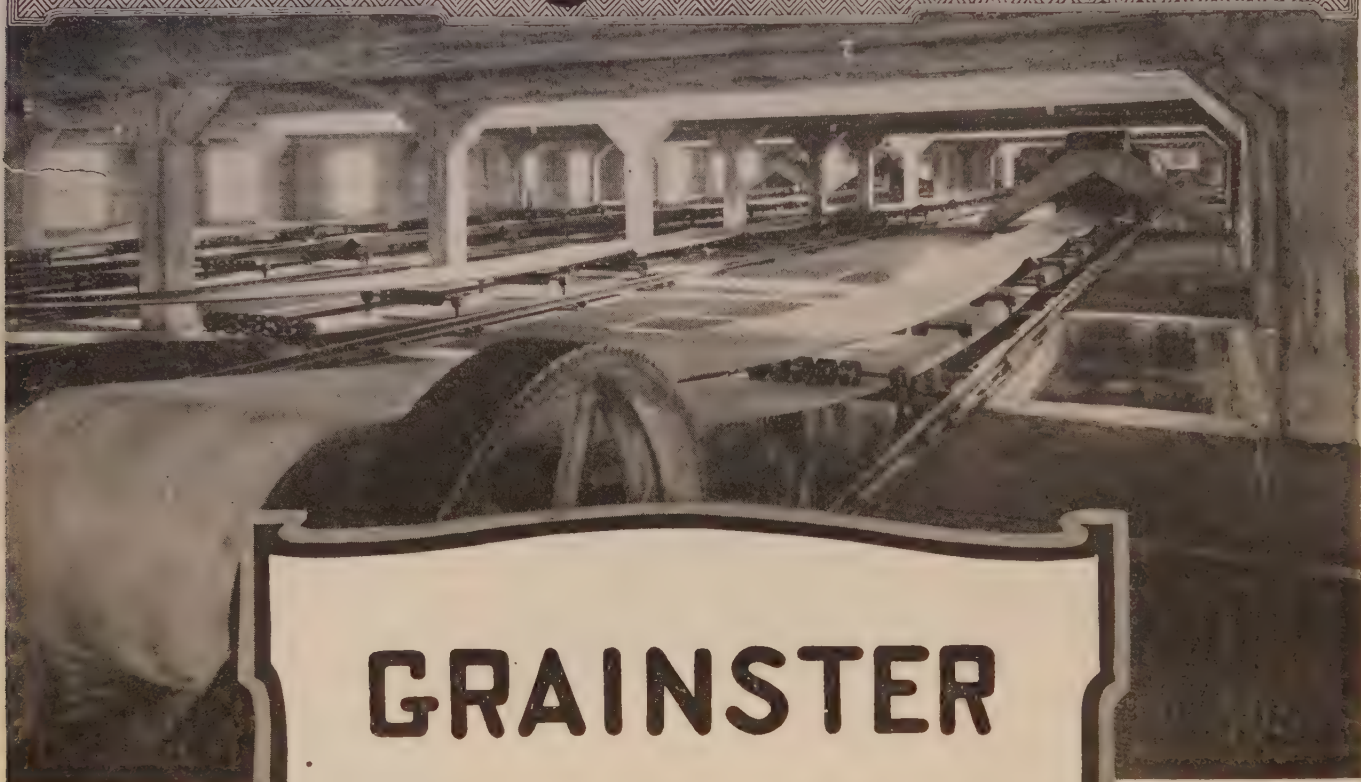
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Grainster Conveyor Belts and Grainster Elevator Belts are built and backed by the world's largest rubber manufacturer.

The factories now making Grainster Belts produced the first belts ever used in handling grain.

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## GRAIN DEALERS JOURNAL

Published on the  
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Charles S. Clark, Manager

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sponsible firms who seek to serve grain deal-  
ers are solicited. We will not knowingly  
permit our pages to be used by irresponsible  
firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those  
engaged in the grain trade, news items, re-  
ports on crops, grain movement, new grain  
firms, new grain elevators, contemplated im-  
provements, grain receipts, shipments, and  
cars leaking grain in transit, are always  
welcome. Let us hear from you.

**QUERIES** for grain trade information not  
found in the Journal are invited. Address  
"Asked-Answered" department. The serv-  
ice is free.

CHICAGO, NOVEMBER 25, 1919

A FIRE started by the exhaust from a mo-  
tor car recently burned an elevator at Hays,  
Kans., together with 12,000 bu. of wheat and  
much other valuable property. Elevator own-  
ers who permit their truck driveways to be-  
come cluttered with grease and rubbish should  
take warning and clean up.

WEEVIL are making more trouble for the  
handlers of winter wheat than for many sea-  
sons. Hence, it is incumbent upon every han-  
dler of this grain to exercise greater care  
than usual to keep his elevator free from the  
pest and clean his weevilly grain at frequent  
intervals so as to prevent as much as possible  
the multiplication of this destructive insect.

THE MANUFACTURE of commercial  
feedstuffs is surely booming. More new  
plants are being erected and old ones over-  
hauled and improved than for years past.  
Every other marked change in industry seems  
to be credited to prohibition, but it is more  
than likely that it is due entirely to an in-  
creased appreciation on the part of livestock  
feeders of the great advantage of feeding a  
balanced ration rather than straight grain.

DEMURRAGE has never been more un-  
fairly assessed than in the case complained of  
by an Ohio shipper in "Asked-Answered." His  
car was missent and held at a distant yard for  
many days while all interested were earnestly  
seeking it. The idea of assessing a shipper  
\$92.70 demurrage because neither the inspec-  
tion authorities nor the carriers' own agent  
could locate it is a new one, but the carriers  
can be depended upon to originate many new  
forms of extortion so long as shippers will  
stand for them.

MEMBERSHIPS in most grain exchanges  
have been increasing in value, adding ma-  
terially to the security with which country  
shippers can deal with terminal market re-  
ceivers.

FEDERAL TAXES cost each family \$36.75  
in 1914. Federal taxes for the year ending  
June 30, 1920, if apportioned by families, will  
cost each \$235. To reduce this burden, ex-  
travagance must be checked, useless offices  
lopped off and government operation of rail-  
roads abandoned at the earliest date.

MIXING two kinds of grain thru the  
timely assistance of leaky spouts and leaky  
bins or it may be a misdirected distributing  
spout, has always been found unprofitable and  
unsatisfactory. Elsewhere in this number  
"Traveler" points out how a little carelessness  
cost one country elevator operator \$61.60. An  
occasional inspection of spouts and bins  
should prevent this expensive waste.

LENIENCY with confessed or proved  
criminals encourages men in straightened cir-  
cumstances oftentimes to commit crimes they  
would not dare attempt if all laws against  
such crimes were rigorously enforced. A  
South Dakota forger of Bs/L who was dis-  
covered when some \$50,000 to the good, has  
been fined \$3,000 and given six months in jail.  
After he gets out he will probably change his  
name and try again.

BOX CARS may be more plentiful in some  
sections since the new wheat crop started to  
move, but Eastern Colorado, Western Ne-  
braska, Kansas and Oklahoma are surely  
greatly handicapped by lack of cars; and many  
elevators are surrounded, not only with grain  
laden wagons but some of them with deep  
piles of wheat. The condition complained of  
in the sections specified has been the cause of  
irritation so many weeks, one almost doubts  
the desire of the U. S. Railroad Administra-  
tion to relieve congested conditions when it  
finds them. Much of the grain in Colorado is  
now covered with snow, and it must be seri-  
ously damaged even tho the grain be recov-  
ered before the snow melts. Even the cham-  
pions of government ownership in any form  
are beginning to doubt the possibility of the  
Railroad Administration ever attaining effi-  
ciency.

R. R. CLAIM Agents continue to bluff  
grain shippers out of the amount of their  
losses on the grounds that seal record of the  
car was perfect upon arrival at destination.  
They might just as well present the shipper  
with an affidavit to the effect that grain did  
not run out thru the seal, therefore the car  
did not leak. The governing factors are proof  
of the amount of grain loaded into the car  
at initial point and the amount unloaded at  
destination. If the shipper proves these two  
facts and they show a loss of the grain which  
he entrusted to the carrier for transportation  
then it is up to the carrier to prove the  
weights wrong or pay for the loss. The very  
fact that the claim agents continue to ad-  
vance this spurious excuse for rejecting claims  
shows that many claimants accept it as suffi-  
cient and bear heavy loss of grain caused di-  
rectly by the careless, inefficient operation of  
the railroads.

HESSIAN FLIES are infesting many fields  
of winter wheat in such swarms as to afford  
much comfort to the few remaining active  
members of the Crop Killers' Union.

RECONSIGNMENT charges will remain  
at \$2 instead of \$5, the carriers having failed  
to justify the increased charge. The new  
rules effective Dec. 1 are published on  
page 955.

SHIPPERS who need box cars should keep  
on kicking lest the U. S. Railroad Adminis-  
tration gain the false impression that the  
grain is all marketed. It takes a lot of pro-  
testing to arouse politicians to act.

WHEAT EXPORTERS will be doubly  
thankful next Thursday on account of the  
President's Proclamation terminating the em-  
bargo on wheat and wheat flour imports and  
exports. The heavy discount on foreign ex-  
change will prove a serious handicap for some  
time to come, but Europe must have bread at  
any cost.

SIX MONTHS more of the government's  
guaranteed price for wheat. After June 1st  
no further attempt will be made by the Gov-  
ernment to interfere with the law of supply  
and demand and the price of wheat will be  
upon the basis of the world's needs. Amer-  
ican farmers would have received much more  
for their wheat if the Government had not  
monopolized the market, so they will vigor-  
ously oppose any proposition for a continua-  
tion of the guaranteed price.

NOTWITHSTANDING the average wages  
of the Railway Brotherhoods has been in-  
creased 50% since the railroads were taken  
over by the Government, they are demanding  
much more. Director General Hines has of-  
fered an increase of time and a half for over-  
time which it is claimed would add at least  
fifty millions to the annual operating ex-  
pense of the railroads, but his offer does not  
tempt the Brotherhoods. They want more.  
Getting has been so easy since we entered the  
War, it is a wonder the patriotic radicals  
have not demanded complete possession of  
all industries. All these advances make for  
higher freight and passenger rates and for an  
increased cost of doing business to the grain  
dealer, factors he must allow for in his gen-  
eral expense of doing business.

AN IOWA grain dealer was overcome with  
chagrin last week when he discovered after a  
fire that his insurance policies did not protect  
him against fire on grain which the car  
shortage had forced him to store in an out  
of the way warehouse. It is all important  
that grain dealers keep their buildings and  
contents well insured. They can simplify and  
facilitate this work by placing all their insur-  
ance thru a single agency, especially if that  
agency be one interested in grain elevator in-  
surance, that is, a mutual specializing in risks  
of this character. The inspectors of the mu-  
tual companies strive to give the policyholder  
what is justified by his property, and everyone  
identified with these organizations study how  
to give the protection needed. An occasional  
examination of policies together with their  
application will oftentimes disclose a lack of  
insurance where it is most needed.



IF Bs/L were always forwarded direct to bank at destination, demurrage would seldom accrue. Too many banks at shipping points send Bs/L around the world. Shippers can promote their own interests by instructing their local bank to forward B/L promptly to destination.

CAR condition reports now made by the inspection or weighing authorities of many terminal markets are worth all they cost. Shippers should insist on having them upon every car, as they are a great help in supporting claims for loss of grain.

NEW corn is arriving in some markets in bad condition because the railroads have delayed its delivery so long some of it deteriorated and got hot. Shippers will improve the carrying quality of new corn if they will clean it thoroly and blow it immediately before loading it into car; then car should be labeled with large placards: "NEW CORN—PERISHABLE—RUSH."

RATS have become so numerous in England, they are estimated to have cost the country two hundred million dollars last year; so the people have recently been moved to celebrate "Rat Week" by a vigorous campaign against these destructive rodents. Ferrets, dogs, traps, poisons and gas have all been used effectively and the leaders are now making plans for two more rat weeks early next year. If every community would cooperate in a persistent campaign for the extermination of this pest, rats would soon disappear from Civilization. How much do rats cost YOU?

WAR TAX on the freight paid on export shipments is likely to be refunded eventually despite the practice of the internal revenue department to construe all tax laws in favor of the government's coffers. The constitutional prohibition of a tax on exports clearly applies; and when a car load of grain actually was exported as intended by the original shipper and so declared at time of loading and billing the exemption should refer back to the country station. This could be effected by suitable regulations; and effective work along this line is being done by the Industrial Traffic League as reported on page 944.

INDIANA wheat buyers are being given more worry by Louis Taylor, *himself*; the man who admits that he represents the sign on his office door or the so-called Federation of Farmers Ass'ns. Being an agitator by nature, Mr. Taylor is put to his wits' end for some issue that will arouse farmers of the state sufficiently to justify their contributing to his support, so he has advised all the newspapers that he has appealed to the Wheat Director from the decision of H. D. Irwin, 2nd Vice Pres. of the U. S. Grain Corporation, in the case of Bosson vs. McComas. It has been clearly shown that the case was a frameup, primarily for the purposes of agitation, so no one, not even farmers, seem to have much sympathy with Mr. Taylor or his dead issue. Anyhow, most of the Indiana wheat has been marketed and Indiana dealers have not much cause to worry.

OUR IMPROVEMENT news columns discloses the fact that many grain firms are now planning to build new fireproof elevators early in the Spring, notwithstanding the high cost of labor and materials. The well constructed concrete plant gives the elevator owner much better protection for his property, not only against fire and wind and rain, but also against thieves, and these elements of safety and security seem to fully justify the greater investment, altho it is not always necessary or justified by the prospective volume of business.

THE NEW DEMURRAGE Rules, effective Dec. 1 and published on page 954, do not give the trade the amount of free time required in all cases. The former rule allowing 24 hours' free time from the first 7 a. m. after final inspection was satisfactory in operation, but hereafter, if inspection is reported before 11 a. m., disposition must be given before 6 p. m. at Chicago and Kansas City and before 4 p. m. at Minneapolis and Duluth, the same day, so that quick work will be demanded of grain receivers if shippers are to escape car service charges.

SHIPPERS who have reliable weighing facilities should never hesitate to make an affidavit of their weights, whether it be in filing a claim for loss in transit with the carrier or substantiating bill for grain shipped to receiver. Surely if the shipper has not sufficient confidence in his weighing facilities to support his records with an affidavit as to their accuracy, then he cannot expect others to rely on his weights. The shipper who has any doubt as to the reliability of his shipping scale should immediately scrap it and put in a weighing machine he can swear by. Grain at present market values runs rapidly into money. Hence, it is poor economy to attempt to measure it with a guessing machine.

### Damages on Unrepeated Messages.

The conditions imposed by the telegraph companies as a prerequisite to guaranty of correct delivery, of repetition or insurance, are so costly as to be prohibitive to those constantly using the wires as do wholesale dealers in grain and seeds. A shipper paying the rate for insurance of correct delivery would be put out of business in a short time, as the gross profit on the sale of a carload would be exceeded by the telegraph insurance cost alone.

The absurdity of such charges, always apparent to the shippers, has not been brot forcibly to the attention of the courts until presented in a brief by the attorney of a produce commission firm whose successful suit is reported on page 935. This is the main reason that the courts since federal regulation of telegraph rates have held that any regulation, however ridiculous, by filing with the Interstate Commerce Commission at Washington, became sacred.

Decided on broad grounds of public policy and with all limitations of liability in mind, the latest decision by the Supreme Court of Illinois establishes a precedent that can be relied upon by shippers who wish to get back more than a refund of the toll when the telegraph company's negligence has caused them heavy loss. The language of the court shows a keen insight into the methods of the telegraph company and an application of the principles of law that encourages a belief in a similar stand by the U. S. Supreme Court.

### Federal Instruction in Accounting.

Marketing accounting courses for marketing organizations might help experienced commission firms, operators of cold storage warehouses, milk distributing plants, live stock shipping associations, co-operative stores and co-operative fruit organizations, but inasmuch as the men directly engaged in the various lines of business are forced to effect daily changes and improvements in their accounting system to meet the changing needs of their particular business, it is patent that they with their broad experience in a special line are far more competent to evolve a system well suited to their own needs than any impractical theorists identified with the Bureau Markets.

The complex system pertaining to grain trade accounting by the Department of Agriculture is so complicated as to greatly increase the work needed to keep track of the grain business as well as to multiply indefinitely the opportunities for error.

If the Government is justified in teaching any of the citizens how to keep their books, then it should establish an Accounting Department and teach all of them. Rank discriminations in these autocratic days are becoming extremely distasteful.

### Leaks at Destination.

In the last number of the Journal, page 845, we published a Summary of the leaking car reports compiled by the Wieghmasters of Toledo and Minneapolis, and on our page devoted to "Leaking in Transit," this number, will be found reports on grain laden cars leaking at Chicago, Milwaukee and Peoria. The total receipts in these three markets during the months of July, August, September and October aggregated 96,747 cars, of which 19,289 or a trifle over 20% arrived leaking grain.

Notwithstanding the unusually good condition claimed for box cars by the Railroad Administration and notwithstanding the many shortages claimed by country shippers, the railroad claim agents have persisted in the contention that leaking cars were fewer than ever, and of course, these high and mighty autocrats are surprised and amazed that any country grain shipper should reflect on the condition of box car equipment by claiming that some of their grain had been lost out of them along the right of way.

The reports of the three markets on our page devoted to Leaks were compiled by men whose long experience in inspecting grain laden cars fits them to judge when a box car is leaking grain. It is no guesswork with them. They know that most of these cars leaked with utter disregard of whether the seal record was perfect or not.

Some railroad claim agents are working "Perfect Seal Record" claims as an excuse for refusing payment of shortage claims. It is fortunate that more shippers are insisting upon payment for the full amount of their loss by leaks in transit than ever before. Some are even contending for the smallest loss. The unfair methods and the injustice of the treatment given shippers by the average claim agent is proving so irritating that the shippers have put on their fighting clothes, and many of them are going after their own in earnest.

The common law requires the railroad companies to deliver at destination all freight received for transportation, and it is up to them to accept the shipper's weight or prove it to be unreliable. General rules are not applicable to specific cases. The arbitrary claim agent may for a time discourage shippers from fighting for pay for grain lost in transit, but as soon as the rank and file of the trade come to recognize the common effort of all claim agents to defeat all grain shortage claims, then will the shippers try all the harder to get what is justly due them.



# Demurrage at Transit Houses

Demurrage accruing due to the failure of carriers to furnish cars at transit elevators during the winter of 1916-17 is the subject of a report just submitted to the Interstate Commerce Commission by Attorney-Examiner Chas. F. Gerry on complaint by the Armour Grain Co. and other grain firms at Chicago, and the Randall, Gee & Mitchell Co. and other grain firms at Minneapolis in docket Nos. 10261 and 10543.

That the decision by the examiner is in favor of the railroad companies is largely due to the careful study and the presentation of the case on behalf of the carriers by J. N. Davis of the C., M. & St. P. R. R. law department.

The decision is not at all to the liking of the elevator operators, and Attorney Jas. C. Jeffery is preparing a brief of exceptions to be filed before the Commission puts the ruling into effect. From Examiner Gerry's decision we take the following:

The complainants are individuals and corporations operating transit grain elevators at Chicago, Ill., and points in the vicinity thereof, known as the Chicago District stopover points. Complainants were, and are, given the privilege of unloading into elevators for weighing, grading, cleaning, clipping and otherwise treating grain moving on local billing to Chicago from defined producing points on the lines of the western carriers and, upon presentation of the paid in-bound freight bill within one year after unloading, reshipping the same or its equivalent to an eastern destination at the balance of the joint through rate applicable at the time of movement from original point of origin to final point of destination, or at proportional or "re-shipping" rates, which in effect represent the balance of such through rates.

During the early fall and winter months of 1916-17 certain demurrage charges were assessed against these complainants, in all but one instance under average monthly demurrage agreements in effect between complainants and the particular carriers upon whose lines their elevators are located. These charges, accrued on in-bound shipments of grain which complainants were unable to unload within the free time allowed under the demurrage tariffs because of the congestion in their elevators, due to their inability to secure sufficient cars, or to obtain permission to reload unloaded in-bound cars of the western carriers, for out-bound movements therefrom to eastern destinations.

By complaints filed Sept. 18, 1918, they attack the demurrage rules as unjust, unreasonable and unduly prejudicial, asserting that these charges resulted directly from the defendant carriers' failure and refusal to furnish them with sufficient cars for the out-bound shipment from their elevators, while furnishing cars to other shippers for out-bound movements of grain and other commodities. They ask reparation in the amount of these demurrage charges, or the waiver thereof in those instances in which these charges have not been paid, and the establishment of a demurrage rule for the future "which shall be adapted to the peculiar circumstances and conditions surrounding the transportation of grain under the new conditions that have arisen in the transportation world in recent years."

## Complainants propose the following:

Whenever because of the failure, refusal or neglect of any carrier which participates in the transportation of grain in bulk to or from an elevator or warehouse to furnish promptly empty cars for out-bound shipments, or when the carrier or carriers refuse to permit the reloading of in-bound cars of grain, the elevator or warehouse becomes filled to such an extent that it is no longer able to unload the in-bound cars within the free time, the carrier shall allow an additional free time for unloading equal to the time which the elevator or warehouse lost due to the carriers' failure, refusal or neglect to either furnish promptly empty cars for loading or to permit the reloading of the in-bound cars.

At the commencement of the harvest period in July and August, 1916, having experienced no difficulty up to that time in obtaining cars for out-bound shipments, complainants made purchases of "spot" and "to arrive" grain to meet their eastern sales, but not in excess of the capacity of their elevators after deducting the tonnage representing sales made. In the early part of September they found it difficult to obtain cars for eastern destinations.

In-bound shipments began to accumulate; their elevators became congested; and cars had to be held on the tracks. This shortage of cars for east-bound shipments became increasingly

acute during the following months and was not alleviated until the reopening of lake navigation in the following April. What percentages of their purchases during this period consisted of "spot" and "to arrive" grain is not shown, nor did they segregate in their claims for reparation cars bought after arrival from those containing shipments of "to arrive" grain. This, defendants insist, is fatal to the complainants' claims for reparation, since cars of "spot" grain may have accrued demurrage while on the carriers' hold tracks awaiting switching instructions. Moreover, they assert, complainants do not show that they were without fault in that they may have knowingly incurred demurrage by making "spot" grain purchases at a time when they were aware that their elevators were congested or by continuing to purchase "to arrive" grain after the car shortage developed without any certainty on their part that they could discharge these shipments into their elevators on arrival.

Complainants further contend that the car shortage during this period was considerably accentuated by the carriers' enforcement of the provisions of the car service rules requiring the return of empty equipment in the direction of the home road, thereby preventing them from reloading in-bound cars of the western lines made empty at their elevators. Also, they assert that because of Chicago's location as the terminus of the eastern and western carriers, these rules worked a particular hardship upon them which did not obtain at other grain centers, excepting possibly Peoria, Ill., and St. Louis, Mo.

Complainants and various committees of the Chicago Board of Trade endeavored to secure cars for eastern shipments. It is testified for complainants that the eastern lines promised to send 1,000 empties to Chicago for the movement of grain. However, the defendants did not undertake to furnish any complainant a definite number of cars at a particular time. The evidence of the parties, complainant and defendant, of the number of cars ordered and number of cars furnished, is conflicting. Complainants' orders were generally verbal and the records of them informal. Frequently requests were made for cars in large numbers. In one instance 65 cars were ordered of six carriers on the same day. This complainant did not expect that number would be furnished but hoped to obtain as many cars as possible. "Pick ups," apparently in-bound cars which complainants were able to use for out-bound loading, were not considered by complainants as furnished by defendants. Defendants by taking such cars into consideration show that certain of the complainants loaded more cars than they ordered and that more cars moved out-bound during certain periods than moved in-bound. It is established, however, that complainants could have used for out-bound loading more cars than were furnished.

Defendants argue that the proposed rule, if adopted, would violate all of these principles, besides unduly preferring transit grain shippers to the prejudice of other grain shippers as also to the prejudice of all other shippers who have transit privileges. Furthermore, they point out the proposed rule violates that cardinal principle of tariff construction which requires charges to be ascertainable from a tariff, since the applicability or non-applicability of the demurrage charge is made dependent upon whether the elevator is loaded or not—an extraneous fact peculiarly within the knowledge of the shipper. Also, the rule provides no means of determining when and under what circumstances a carrier is at fault in not promptly furnishing cars for out-bound shipments. Under the contemplated provision the carriers say they would have to supply transit grain shippers during periods of car shortage 100 per cent of the cars demanded, or permit their cars to be used as warehouses.

The complainants' contentions may be summarized as follows: First, while conceding the charges were legally assessable, they attack the lawfulness thereof because of the duty imposed by law upon the carriers to furnish shippers with cars upon reasonable request. Second, That by contract the carriers were, and are, obligated to furnish them with out-bound cars or relieve them from demurrage on their in-bound cars. This, they assert, follows from the fact that their elevators are located upon the lines of but one carrier, which is thus the delivering line of the in-bound shipment and the initial carrier of the out-bound shipment, and that the carriers, by joint tariff arrangements, have given them the benefit of rates which are actually or in effect through rates from original point of origin to final point of destination as of date of original shipment and, therefore, no demurrage should be assessed at an intermediate point where the shipment was not held for or at the shipper's directions. Third, That from the nature of their business as handlers of grain in transit it is unreasonable to assess demurrage on in-bound ship-

ments which through no fault of their own cannot be unloaded into their elevators, especially when this is due to their failure to obtain sufficient out-bound cars.

Considering these contentions in the order named:

(1) The duty resting upon carriers to furnish cars to shippers upon reasonable request is not absolute. The Supreme Court in *Penna. R. R. v. Puritan Coal Co.*, 327 U. S. 121, 133, says:

Ordinarily a shipper, on reasonable demand, would be entitled to all the cars which it could promptly load with freight to be transported over the carrier's line. But this is not an absolute right and the carrier is not liable if its failure to furnish cars was the result of sudden and great demands which it had no reason to apprehend would be made and which it could not reasonably have been expected to meet in full. The common law of old in requiring the carrier to receive all goods and passengers recognized that "if his coach be full" he was not liable for failing to transport more than he could carry. *Hutchinson on Carriers*, 146; *Lovett v. Hobbs*, 2 Shower 127; *Riley v. Horne*, 2 Bing, 217; *Peet v. Ry.*, 20 Wisconsin, 594.

Defendants have shown the "sudden and great demands" upon the eastern carriers brought about by the war; that these demands could not have been foretold or avoided; that as a result thereof there was an extraordinary congestion of cars in the east and a corresponding shortage of cars in other sections, from which it naturally followed that the defendant carriers could not supply complainants with cars to the number desired or usually furnished.

The transit grain privileges accorded to complainants are primarily for their benefit and not for the benefit of the carriers. They thereby have an advantage over grain dealers who do not operate transit houses as well as over other grain dealers located at non-transit points. These privileges have given rise in the past to many complaints of unjust discrimination and undue prejudice on the part of shippers not so favorably situated, and the Commission has found it necessary to circumscribe them by strict rules so as to prevent abuse. Again, the transit grain operator is the sole judge of his purchases and sales. Therefore, the duty should fall upon these shippers to so regulate their business as to promptly load and unload cars when properly tendered to them; and that their failure so to do may arise from a cause beyond their control should not by reason thereof relieve them from this duty, nor should the fact that the complainants deal in a commodity which, as they contend, cannot be unloaded into any type or condition of warehouse. These are merely unfortunate circumstances arising out of the nature of their business. To hold otherwise would permit complainants to make warehouses out of the carriers' equipment.

The complainants also attack defendants' car service rules as unduly prejudicial to them, particularly so following the amendments effective February 21, 1917, in that they were prevented from reloading empty western equipment for eastern destinations, while shippers at Omaha, Kansas City and like grain centers, not so handicapped, could make shipments through Chicago to eastern destinations. They assert that at one time during this period dealers at Indianapolis, Terre Haute, Buffalo and Cleveland were able to buy cars in load on the Chicago market and reconvert them to these points, there unload them and reship to eastern destinations.

Were we to concede that the car service rules unduly prejudiced the Chicago grain dealers in their competition with grain dealers at other localities in making shipments on their sales to eastern destinations it does not follow therefrom that they are entitled to be relieved from the demurrage charges they incurred on their in-bound purchases. It is in no way shown that these complainants were prevented from unloading any of their shipments by reason of any interference or fault of the in-bound carriers. So far as the delivering lines were concerned, they were free to do so at any time they desired.

A witness for C. L. Dougherty & Company stated that about November 10, 1916, after receipt of their demurrage bill for October, they discontinued the buying of "spot" grain, but bought instead "to arrive" grain, based on the hope of an increase in the supply of cars available for their out-bound shipments; and that it was not until after December 22, 1916, when they stopped purchasing grain altogether and accepted no new orders, which practice they continued until January 16, 1917, that they were able to prevent further demurrage from accruing after December. In the meantime, however, they incurred demurrage in the sum of \$1,175. Against these demurrage charges, the Michigan Central states that it paid out during this season \$1,925.40 in per diem charges on account of foreign cars held in the yards for unloading by this complainant.

It is recommended that the Commission should find that the demurrage rules, under which the charges assailed were assessed, are not shown to have been, or to be, unreasonable; that the complainants are not shown to have been unduly prejudiced or otherwise injured in violation of the act to regulate commerce; that reparation should be denied and the complaints be dismissed.



Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Must Not Clean Grain ex Terminals Before Weighing.

*Grain Dealers Journal:* I wish to make clear the function of a public transfer elevator in Canada. No grain direct from the farmers is delivered to these transfer elevators. They receive only grain ex terminal elevators that carries with it an official Government Weight Certificate, and which has been cleaned in the terminal elevator.

Grain received by public transfer elevators such as Port Colborne, Tiffin, Goderich, etc., is covered by Dominion Government Weight and Grade certificate in every case, hence you will see that any device for removing dust before the grain reaches the scale is liable to at least remove a percentage of the graded grain, thereby affecting the integrity of the Government Weight Certificate.

If the grain received at public transfer elevators was subject to cleaning or blowing before weighing, the weight certificate previously issued would be valueless. The Board of Grain Commissioners for Canada has no objection, and places no restrictions on elevators using suction fans, cleaners or any other device, after the grain has been weighed, for the protection of their plant or property, but cannot authorize any interference that will affect the integrity of the Government Weight Certificate.—R. Hetherington, Secy. Board of Grain Commissioners, Fort William, Ont.

Best Tryer for Drawing Grain Samples.

*Grain Dealers Journal:* I have read with much interest the letter from Traveler published on page 526 of the Journal for Sept. 25th, in which he disagrees with me on the style of tryer needed to obtain a fair average sample of grain from a box car. To my way of thinking, and most samplers agree with me, your correspondent is disposed to be entirely too exact.

All the inspectors need is a fair average sample which will truly represent the character and quality of the cars' contents. Both the inspectors and the samplers seem to be satisfied that they attain this result with the six hole tryer, having a wood center. Because Minneapolis uses the double tube tryer with compartments does not prove conclusively that the results desired are only to be obtained thru the use of that tryer.

In every line of human effort, we find different men and different classes seeking to attain the same end, but thru different means. Samplers generally are convinced that the heavy tryer with the wood center enables them to obtain a fair average sample of the cars' contents with less labor and in a shorter time than were they to use the 10 compartment tryer.

Samples are immediately dumped into a bag and carried away, whether they are drawn with the compartment tryer or a single tube tryer, so the extra labor to spread the cloth and carefully draw samples from different parts of the car accomplishes nothing.

When the double tube tryer is dented or bent, it is out of commission, or at least, a perpetual annoyance to the sampler who attempts to use it, while a little dent in the single tube tryer does not interfere in the least with its efficiency. The single tube tryers are invariably made of heavier brass or steel so that they can be used roughly, without injury. If the practical results attained with either

tryer were superior to the other, then the trade might be fully justified in insisting upon the general use of the tryer insuring the greater accuracy. C. R. Baum, Kansas City, Mo.

Handling Weevily Grain.

*Grain Dealers Journal.* The amount of empty space required in a 100,000 bu. elevator would depend largely upon the construction of the elevator and size of the bins. Ordinarily 10,000 bushels empty space would be ample for turning elevator's contents.

If the house were running, the expense of turning weeviled wheat would be comparatively small, but if operating house for that purpose only one cent per bushel would be a low estimate of cost.

As to the loss of grain by abrasion as the result of elevating and blowing that would depend largely upon the cleanliness of the grain; ordinarily, for clean grain, I should say about one-half cent per bushel.

As to the discount on weevily grain, that would depend upon the amount of damage done by weevil on reaching grain centers. If it is badly damaged, the discount might be as high as fifty cents per bushel, and if only containing weevil and not damaged to any extent from the weevil, two cents per bushel. About an average of five cents would be the amount usually discounted.

With reference to grain being burned while running in a spout, would say that I cannot conceive of such a condition. Would say, however, that I have seen grain become impregnated with the odor of burned corn or burned oats from having handled that kind of grain before loading grain of good quality, but on standing in the car a short time with the doors open, the odor will leave the good grain.—J. E. H.

Much Grain Piled on the Ground.

*Grain Dealers Journal:* Much wheat is still in open bins and piled on the ground. Haxtun has three elevators with a total storage capacity of 65,000 bus. all full. Cars are scarce, and as you will see by the photograph sent herewith loaded wagons stand outside our elevator, waiting to be unloaded. We could load nine cars each day for some time to come if we could get them.

It snowed here Nov. 9th and 10th and much wheat has been exposed to weather for two months. It is impossible to tell the extent of the damage, but we feel certain it will be great.

New corn will begin to move in the near future, but if cars are not furnished more promptly the exposed corn will suffer a greater damage than has the wheat. Yours truly, Farmers Grain & Trading Co., Haxtun, Colo.

Suggests Remedy to Reduce Leaking Cars.

*Grain Dealers Journal:* I have read the letter by F. C. Maegly, on page 848 of the Journal for Nov. 10, headed "Claims Reports on Leaks Misleading."

My interest in this matter was quickened by reason that at the recent St. Louis convention of Grain Dealers Mr. H. D. Harding of Rock Creek, Kan., whose report in the Sept. 25th Journal is one of those cited by Mr. Maegly, told me about having received a letter from some railroad official asking him whether he had reported the condition of car 74018—CM&StP to the train crew or station agent.

Mr. Maegly also cites a report concerning car 7892—AT&SF which appeared in the Sept. 25th number of the Journal. So far as this report is concerned, it does appear that the man who made it was somewhat overzealous in the matter. If the circumstances as given are correct it would seem that the thing for him to have done would have been to repair the car after it was set back and say nothing about it.

In the case of car 74018—CM&StP Mr. Maegly shows by stating the shipping and outturn weights that there was only a difference of 50 lbs. between the two. But surely he does not expect those who read his letter to believe that this alters the fact that Mr. Harding saw the car to be leaking. Nor does the fact that there was only a difference of 50 lbs. in the two weights indicate, to me, that only 50 lbs. was lost by reason of the leak. I have known of too many cars, undeniably leaking, that actually showed an outturn weight in excess of the claimed loading weight to be impressed by this statement. In all probability, Mr. Harding is willing to make affidavit that he saw car 74018—CM&StP leaking wheat at Rock Creek, Kan., Sept. 8. At least he has signed his name to such a statement, and we are forced to believe that he knows what he is talking about. The evidence relating to the difference of 50 lbs. in weight is just a side issue, and it is a particularly unfortunate side issue for the shipper because it tends to prove that he lost more than 50 lbs. of wheat, but he cannot hope to recover the value of more than 50 lbs. Just another case of the necessity for correct loading weights, and it does not reflect upon Mr. Harding or the "Leaking in Transit" column at all. Rather does it commend the action of the said Mr. Harding and give additional testimony to the value of the column.

Then Mr. Maegly attempts to heap reproof upon the head of Mr. Harding because he



Grain Laden Wagons Waiting to Be Unloaded at Haxtun, Colo.



failed to notify the train crew or the railroad agent.

Undoubtedly Mr. Maegly's premise is well taken, because it is obvious that the observer of a leaking car should take some steps toward repairing it or having it repaired. And if Mr. Maegly has read the "Leaking in Transit" column faithfully during the past years he will remember frequently having seen a phrase something like this in reports signed by grain dealers: "Repaired it as best I could." That proves that most dealers have an earnest desire to save the commodity that is escaping from the car. And there is another phrase frequently seen in these reports. It usually runs somewhat after this style: "Reported it to the train crew, but they made no effort to repair."

The fact which lies behind that last cited phrase is many times responsible for failure on the part of the dealer to report the circumstance to the train crew or to the agent. For my own part I would rather make any necessary repairs myself, if that be possible, than to make a report to the only "representatives of the carrier" who happen to be on the ground and thus run the risk of incurring one of those studied insults that a train man knows better than any one else on earth how to inflict. They can say, "Oh, hell, let 'er leak" with the greatest of ease—and I have had them say it to me. And when they said it I am convinced they continued the thought in their mind until it ran: "It don't belong to me; and besides that, what business have you butting in."

Of course I realize this condition is not Mr. Maegly's fault. And probably it does not excuse us grain dealers who see leaking cars if we fail to report the matter to the train men. But the condition exists and has existed for a long time. It is to be regretted, but it has influenced and will influence many dealers to report leaking cars to the Journal for publication and to say nothing about it to the train men or station agent. If we have any thought about the matter, we probably feel that we can accomplish some good by assisting in getting the facts into print, but that we will be wasting our time in most cases by looking for a "representative of the carrier" to report it to.

It is probable that the presence of such a small number of AT&SF cars in the "Leaking

in Transit" column is due to the activity of Mr. Maegly in laboring to prevent grain losses more than to any other fact. It is my opinion that, if Mr. Harding had reported the leak of car 74018-CM&StP to the agent or train crew, and if the record had shown no repair to have been made, one station agent or one train crew would have had no explanation to make.

Assuming these things to be true, I can see the means of accomplishing some good as a result of Mr. Maegly's letter. Let the proper official of each railroad adopt Mr. Maegly's attitude and his policy; let every grain dealer report every leaking car he sees to the Journal for publication and to the station agent or train crew, or to both agent and conductor; then let the carriers follow up every published report to see whether repairs were made. In a short time no railroad man will dare haul a car without repairs after its leaking condition has been reported to him; nor will he always wait for the report when he sees a leaking car.

—C. A. Lovell, Hutchinson, Kan.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. R. R. 536,854 passed thru Rosston, Okla., Nov. 22, leaking wheat freely on right hand side over the truck at the bottom of the siding, directly under the number of the car. Siding was pulled loose from the sill. The train did not stop long enough to have leak repaired. Told brakeman about it.—Farmers Elevator Co., C. A. Christy, mgr.

C. B. & Q. 116,924 passed thru Rosston, Okla., on W. F. & N. W. leaking grain at sill on side of car; also S. P. 36,465 leaking at doorpost and drawbar.—C. A. Christy, mgr., Farmers Elevator Co.

S. P. 80068 was leaking yellow corn over drawbar, also from side of car at Galva, Ill., on Nov. 8. It is said car came from Alpha, Ill. Car inspector here fixed it in good shape.—Hefebower & Peterson Grain Co., Vern L. Marks, Mgr.

C. B. & Q. 106840 passed thru Huron, Kan., northbound, Nov. 6, leaking wheat between siding and car sill on side near door.—Cain Brunt.

### Concrete Elevator in Sioux City.

The first concrete elevator completed in Sioux City, Ia., this year has been built for the Martens & Ketels Milling Co. by the Younglove Cons. Co., and is in operation. It is a receiving and storage house for mill wheat, present capacity 60,000 bus., with future storage annex for 250,000 bus. provided for. It consists of work house and two 18-foot storage tanks 89 feet above the rail. The building is of monolithic reinforced concrete construction on wood piles 35 feet long. Grain is received on a private track, unloaded with a single Weller Power Shovel, and elevated by a steel leg of 4,000 bus. capacity into a 2,000-bus. Howe hopper scale, located in head house, and delivered into any one of 4 cleaner bins.

From there, wheat passes through a P. & R. receiving separator and is re-elevated through the second steel leg of 4,000 bus. capacity to the storage tanks. From storage, the wheat is delivered to the mill 225 feet away through an iron spout and screw conveyor, supported on a bridge. Wheat is also received into the elevator from trucks, after being weighed on a 15-ton Fairbanks-Morse truck scale. Power is furnished by 5 Fairbanks-Morse motors. The elevator is equipped with a Western safety man lift, steel ladders and fireproof windows and sash.

### Leaking Grain at Chicago.

*Grain Dealers Journal:* According to the reports of our inspectors, 14266 of the 75731 grain laden cars arriving in Chicago during July, August, September and October of this year were leaking grain. This is nearly 19%. Only 1779 or 2.34% were leaking at the grain door, while 793 or 1.04% were leaking over the grain door. 2417 or 3.19% were leaking at the end of car; 3827 or 5.05% were leaking at side of car; 518 or .68% were leaking at the king bolt and draw bar; 4932 cars or 6.51% were leaking at points other than those specified.

So it is evident that we still have with us some box cars which do leak grain.—H. A. Foss, Board of Trade Weighmaster, Chicago.

### Leaking Grain at Milwaukee.

*Grain Dealers Journal:* During the four months ending with October, 15377 cars of grain were received in Milwaukee, and of this number 3702 or 24% arrived leaking grain.

A larger percentage of wheat laden cars were leaking than of any other grain; 3080 cars of wheat were received and 955 of these cars arrived leaking. This is nearly 31%.

The receipts of oats aggregated 5652, of which 1304 were leaking.

Barley receipts numbered 3201 cars, of which 753 were leaking.

Corn receipts aggregated 2336 cars, of which 464 were leaking.

Rye receipts totalled 774 cars, of which 194 were leaking. Flax receipts totalled 85 cars, 7 leaking. Miscellaneous, 299 cars, 25 leaking.

Milwaukee has not compiled information regarding part of car where leak occurred previous to this year, but we are now preparing to compile such reports.—Yours truly, M. H. Ladd, Chief Weighman, Chamber of Commerce, Milwaukee, Wis.

### Leaking Grain at Peoria.

*Grain Dealers Journal:* Peoria received 1211 cars of grain during July of which 94 were leaking at the grain door and 143 at other parts of the car.

During August 818 carloads were received, 52 were leaking at the grain door and 178 at other parts.

During September 1466 cars were received, 160 were leaking at the grain door and 259 elsewhere.

During October 2144 cars were received, 157 were leaking at the door and 278 elsewhere.

The percentage of the cars leaking at the grain door each month was 9, 7, 11 and 7% respectively, while the percentage of the cars leaking at other parts each month was 11, 22, 18 and 13% respectively.

We do not make a separate record of the various leaks, excepting grain door leaks. You will note that grain door leaks run very uniform, and the percentage very low. The percentage of grain door leaks should be greater than otherwise, as the grain door is only a temporary structure and the small percent of leaks show that the coopering is well done.

I am here constrained to believe that rough and careless handling of cars cause more leaks than any other cause. We find many cars that arrive O.K., but after they are handled through the terminal develop bad leaks, and these leaks are generally repaired before they are sent to unloading point.

It is for this reason that our market adopted the condition blank on arrival, we not only examine cars on arrival but check them as long as they remain in the yard. If we find a car leaking the next day after arrival we issue a corrected condition blank.

The only thing I can suggest that will minimize leakage is for train crews to remember that cars laden with grain are precious and handle them as they like to have their property handled.—Very truly Clay Johnson, Chief Supervisor Weighing Dept., Peoria, Ill.



Concrete Mill and Elevator of Martens & Ketels, Sioux City, Ia.



Asked—  
Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Recovery of Demurrage?

*Grain Dealers Journal:* We consigned a car of oats to Buffalo with instructions to sell on arrival, but on account of failure of the railroad company to give location of the car when it arrived Apr. 1 our commission merchants, the Urmston Grain Co., was forced to pay \$92.70 demurrage, as the car was not released until Apr. 19.

Can we recover this demurrage, as it was incurred thru no fault of ours?—G. W. Shepard & Son, Christiansburg, O.

**Ans.:** Demurrage does not accrue until the car has been placed accessible to shipper's representatives, for sampling, inspection, transfer or unloading. Arrival at a city so large as Buffalo counts for nothing unless the receiver or consignee is apprised of the location of the car. In this case the delay in giving disposition was due to failure of the railroad company to give location when demanded by the officials of the Corn Exchange, and shipper can recover the entire amount by making claim or starting suit.

Recovery on Interstate Message?

*Grain Dealers Journal:* We would be pleased to have the Journal advise us as to whether the decision referred to in the last issue of the journal, was based on an interstate or an intrastate message. We understand that recovery can be had on an intrastate message in case of error in transmission or delivery, regardless of the stipulations on the back of the telegraph blank to the contrary, but that recovery can not be had on an interstate message. We have this same question up on an interstate message, damage being due to error in transmission, but all the authorities advise us that we can not recover, but that if the message was an intrastate message we could probably recover. Further advices on this point will be appreciated. Westbrook Grain & Milling Co., Pine Bluff, Ark.

**Ans.:** The decisions of the courts had been in favor of the patrons of the telegraph companies who had not read the fine print conditions, until a few years ago, when some courts began holding that users of the wires were bound by the fine print conditions if the anti-discrimination provisions of the interstate commerce act were to be enforced. This was the situation until last month when the Illinois Supreme Court made a commonsense interpretation of the law, to the effect that a correct transmission of a message is the very essential of telegraph service, and that any attempt to evade liability for negligent transmission is a fraud on the public.

The subtleties of repeated messages and insured rates are keenly analyzed by the Illinois Court for the first time in this decision, published elsewhere in this number of the Journal, and exposing their utter absurdity.

Should this suit come before the United States Supreme Court the Journal believes the

Illinois decision will be sustained on the grounds of public policy.

Book on Grain Handling?

*Grain Dealers Journal:* Is there any book or publication of any kind that covers the handling of grain, from the time it is bought in the fields until it is finally delivered to the consumer in the East by the retail dealer? I am particularly interested to know of the process that it goes thru to get into the hands of the Western shippers.—Wentworth Brothers, Cornish, Me.

**Ans.:** No book has been published covering all steps in the handling of grain; but the western shipper deals directly with the farmer, who drives on the dealer's scales with a wagon load of grain to be weighed and dumped and paid for.

Much information for a general reader can be gleaned from "The Story of a Grain of Wheat," by Wm. C. Edgar, published by D. Appleton & Co., New York.

Measure of Damages for Delay.

*Grain Dealers Journal:* We have filed several claims recently against the Texas & Pacific Ry. Co. for decline in value caused by delay to shipments in transit. We have asked for the difference between the invoice value and the market value the day the cars arrived here. The Texas & Pacific acknowledge the delays and that we are entitled to recover from them, but, they contend that we are entitled to difference in value of the grain on the day the car should have arrived and the day it did arrive.

We contend that if the car arrives in about the customary time that it usually takes for a car to come thru and there is a decline in the market that we are not entitled to recover, but where there is a delay of from 5 to 20 days more than the usual time of movement that we are entitled to recover the difference between the invoice value and the market value the date car arrives.

If the Journal knows of any recent court ruling on a similar case we would like a reference to it.—East Texas Mill & Elevator Co., Longview, Tex.

**Ans.:** Shipper's contention that he is entitled to damages based on the invoice value is supported by the clause in the B/L establishing the invoice value as the measure of damages. The invoice value clause was inserted in the B/L by the carriers. If the market advances they always took advantage of this clause to keep the shipper's damages down; but if the market declines they are willing to settle on the basis of value at the time the grain should have arrived.

Under the common law the measure of damages was the value at destination. During the period that the B/L clause was unquestioned damages were based on "the value of the property at the place and time of shipment," to quote the B/L.

The latest decision, published in full on page 767 of the Journal for Oct. 25, 1919, gives the shipper an option, to base his damages either on invoice value or destination value, according to whether he chooses to rely on the B/L or the court decision. The B/L gives him invoice value; the decision gives him destination value.

Following is a decision under the old common law rule, which still holds good:

**Measure of Damages for Carrier's Delay.**—Where a carrier delays in making a shipment of grain intended for sale the measure of damages is the difference in price at the time when the goods should have reasonably arrived at the point of destination and the time when they

actually arrived, less the transportation charges, but the shipper is under duty to so handle the grain as to reduce the damages as much as possible, and he is entitled to have considered in estimating his damages the necessary expense to which he was put in thus reducing the damages.—P. C. C. & St. L. Ry. Co. v. Wood. Appellate Court of Indiana. 84 N. E. 1010.

Liability of Buyer to Employer.

*Grain Dealers Journal:* While acting as buyer for a Minneapolis company in Montana last year I showed a shortage based on terminal weights of 814 bus. in gross weights, for which the company put in a claim with the railroad, which paid for over 500 bus., leaving me still short 265 bus.

I gave the company in overage on dockage 732 bus.

If they hold me to this shortage in weights should I not be entitled to any overage in dockage? I gave them 467 bus. clear, for which they never paid the farmers. Should they deduct the loss in transit which was never paid? They are trying to hold me to this. Do I have to pay it?—Nels Magnuson.

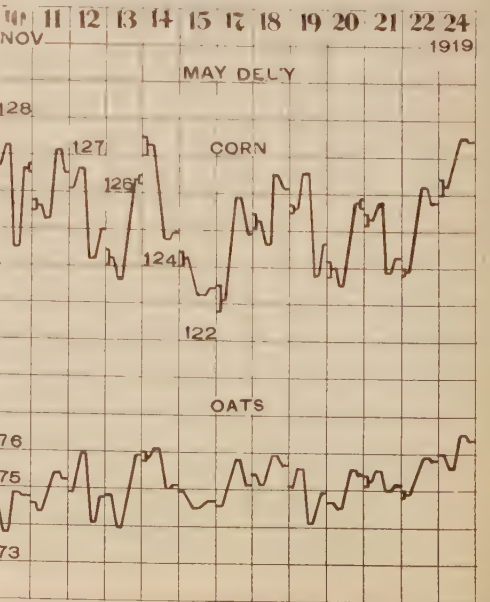
**Ans.:** The liability of the agent is controlled by the terms of his contract of agency or employment. If he agreed to be held for the difference between his buying weights and the outturn weights at terminal he is technically liable.

But a court will not enforce a one-sided contract. That is, if his salary was a fair equivalent for his work as buyer the court would hold there was no consideration for his guaranty of outturn weights, the loss on which could easily wipe out his entire annual salary. When an agent has not been guilty of fraud nor of gross carelessness in loading cars the line company cannot hold him to such an unreasonable guaranty. This is more evident from the fact the agent has no control over the loss in transit, and is not even empowered to bring suit against the railroad company to recover the loss. To carry this thought to an extreme it would be possible for the line company to neglect the prosecution of claims for loss against the railroad company, properly chargeable, and hold the poor agent for the entire shortage. If such a guaranty had any reasonable basis the bonding companies would assume the risk of loss in transit, but this hazard is so uncertain, they confine themselves to guaranteeing the agent's honesty.

Please send us your Journal, as we can not get along without same.—The Carey Farmers Co-operative Co., Carey, O.

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



Daily Closing Prices.

The daily closing prices for oats and corn for December delivery at the following markets for the past two weeks have been as follows:

| DECEMBER OATS. |          |          |          |          |          |          |          |          |          |          |          |          |          |
|----------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
|                | Nov. 10. | Nov. 11. | Nov. 12. | Nov. 13. | Nov. 14. | Nov. 15. | Nov. 17. | Nov. 18. | Nov. 19. | Nov. 20. | Nov. 21. | Nov. 22. | Nov. 24. |
| Chicago        | 71 3/4   | 72       | 71 3/4   | 72 1/4   | 72 3/4   | 71 3/4   | 72 1/2   | 72 3/4   | 73       | 72 1/2   | 72       | 72 1/4   | 73       |
| Minneapolis    | 67 3/4   | 67 3/4   | 67 1/4   | 67 3/4   | 68 3/4   | 68       | 68 3/4   | 68 3/4   | 67 3/4   | 67 3/4   | 67 3/4   | 68 3/4   | 68 3/4   |
| St. Louis      | 72 1/4   | 76       | 76 3/4   | 73 3/4   | 73 3/4   | 73 1/4   | 68 3/4   | 74       | 73       | 73       | 73 1/4   | 73 1/4   | 73 3/4   |
| Kansas City    | 70 3/4   | 74 3/4   | 74 3/4   | 73       | 72 3/4   | 72 1/4   | 73 1/4   | 73 3/4   | 72 1/2   | 72 1/2   | 72 1/4   | 73 1/4   | 73 3/4   |
| Milwaukee      | 71 1/4   | 71 1/4   | 71 1/4   | 72 1/4   | 72 1/4   | 71 3/4   | 72 1/2   | 73       | 72 1/2   | 72 1/2   | 71 3/4   | 72 1/4   | 72 3/4   |
| Winnipeg       | 81 1/2   | 82       | 81 3/4   | 81 3/4   | 81 3/4   | 81 1/4   | 81 1/2   | 81 3/4   | 81 1/4   | 81 1/4   | 81 1/4   | 81 3/4   | 82 1/4   |
| DECEMBER CORN. |          |          |          |          |          |          |          |          |          |          |          |          |          |
|                | Nov. 10. | Nov. 11. | Nov. 12. | Nov. 13. | Nov. 14. | Nov. 15. | Nov. 17. | Nov. 18. | Nov. 19. | Nov. 20. | Nov. 21. | Nov. 22. | Nov. 24. |
| Chicago        | 133 3/4  | 133      | 130 3/4  | 132 1/4  | 130 1/4  | 130 3/4  | 130 3/4  | 134 1/2  | 132 1/2  | 133 1/4  | 131 1/4  | 131 3/4  | 132 1/4  |
| St. Louis      | 135      | 134 1/2  | 132      | 133 3/4  | 132      | 129 3/4  | 131 3/4  | 136      | 134 3/4  | 135 3/4  | 133 3/4  | 133 3/4  | 132 3/4  |
| Kansas City    | 133 3/4  | 133      | 130 3/4  | 132 3/4  | 130 3/4  | 128 3/4  | 131 3/4  | 135 3/4  | 134 1/4  | 135 3/4  | 133 3/4  | 132 3/4  | 133 1/4  |
| Milwaukee      | 133 3/4  | 133 3/4  | 130 3/4  | 132 3/4  | 130 3/4  | 127 3/4  | 130 3/4  | 134 1/4  | 132 3/4  | 133 3/4  | 131 1/4  | 131 3/4  | 132 1/4  |



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CANADA.

Winnipeg, Man., Nov. 21.—The wheat situation in Manitoba, Saskatchewan and Alberta to date is as follows: Wheat inspected, 60,329,000 bus., compared with 53,015,000 bus. for the same period in 1918; in store at country points, 24,500,000 bus., compared with 30,836,000 bus. for 1918; in transit, not located, 4,500,000 bus., compared with 5,200,000 bus. in 1918; allowed for seed, feed and country mills, 36,000,000 bus., compared with 36,000,000 bus. in 1918; total, 125,329,000 bus., against 125,051,000 in 1918. Balance in farmers' hands to market, 43,563,000 bus.; amount yet to be inspected, 72,563,000 bus. Oats inspected to date, 16,269 bus.; in store at country elevators, 10,900,000 bus. Barley inspected, 4,731,000 bus.; in store, 2,227,000 bus. Rye inspected, 1,023,000 bus.; in store, 502,000 bus.—Frank O. Fowler, sec'y, Northwestern Grain Dealers Ass'n.

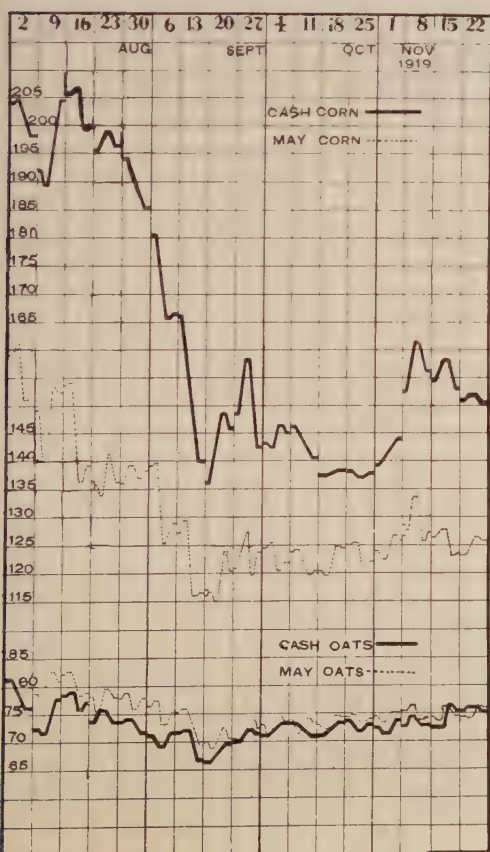
## COLORADO.

Peeetz, Colo., Nov. 15.—Still lots of wheat in open bins and fields. About 30,000 bus. waiting for cars; only 35% of wheat has been marketed.—F. L. Whitlock, Peeetz Grain Co.

Sterling, Colo., Nov. 11.—The car situation in this locality is indeed bad. We had an enormous wheat crop in this section and have been able to move but a small percentage of it. Thousands of bushels are piled on the ground or are in open bins thruout the country and recent storms have damaged it to a great extent.—G. Morris, mgr. Haley-Harris Co.

## Cash Corn and Oats Fluctuations from July 27 to Nov. 22.

Opening, high, low and closing average prices of No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day several cents above or below extreme charted. The May future is shown by the dotted line for comparison.



Wray, Colo., Nov. 11.—We are having all kinds of trouble getting cars; have shipped 60 cars and expect to ship at least 200. We are reporting 75,000 bus. on the ground, 125,000 in pens, and 125,000 here awaiting shipment. We have had a very heavy snow storm and roads are drifted till farmers cannot draw the wheat in. Conditions are serious. We get 3 cars a week and could load 20.—Frank Holcomb, mgr. Farmers Union Co-operative Elevator Co.

Sterling, Colo., Nov. 10.—In our estimation there is at least 1,000,000 bus. of wheat exposed to the weather around Fleming, Haxton and Paoli, and we believe there is fully as much if not more in western Nebraska, around Dalton and Gurley. We know of a good many instances where farmers have hauled their wheat as far as 50 and 60 miles to stations on the U. P., for the reason that elevators on the C., B. & Q. were unable to obtain cars. Producers are using every available space to store their grain. Several farmers have used one or two rooms of their houses for granaries. The loss on this crop has been very great, and unless immediate relief is given considerable of this wheat will be unmarketable, as it is now covered with about 14 ins. of snow, which has fallen here within the last 48 hours. We would estimate about 65% of this year's crop is back in the country.—The Eller Grain Co., by H. W. Eller.

## ILLINOIS.

Barnes, Ill., Nov. 11.—No new corn moved to date; farmers not disposed to sell at present prices.—T. J. Hanley.

Blue Mound, Ill., Nov. 14.—Very little old corn in farmers' hands; farmers selling very little new corn.—N. K. Hedrick, mgr. Farmers Grain Co.

Chicago, Ill., Nov. 10.—Old corn still in farmers' hands 2.5%, or 64,000,000 bus., which is the smallest "carry over" ever reported with the exception of 1917.—Snow-Bartlett-Frazier Crop Report.

Springfield, Ill., Nov. 11.—Returns indicate 14,058,000 bus. of old corn still in farmers' hands, compared with 16,720,000 bus. in farmers' hands a year ago. Filling of silos completed and reports show a larger proportion of crop put away than in 1918.—Joint Crop Report of Illinois and U. S. Dept. of Agriculture.

## IOWA.

Fremont, Ia., Nov. 15.—Weather conditions have delayed husking; 60% in cribs; farmers not anxious to sell at present prices.—J. E. Kimmel.

## KANSAS.

Wilsey, Kan., Nov. 20.—Wheat is pretty well cleaned up from the country, but we are unable to get cars to move it from the elevator.—Chas. J. Roy, mgr. Farmers Union Co-operative Ass'n.

Mankato, Kan., Nov. 16.—Current reports indicate a decreased acreage of wheat in this vicinity; all are discouraged over inability of getting cars to ship grain.—I. N. Chilcott, mgr. Farmers Union Ass'n.

Hutchinson, Kan., Nov. 23.—Movement of wheat from country elevators in western and southwestern Kansas to mills and terminals has improved, due to increased car supply. Larger movement from farms, but is not all farmers and grain dealers would have it. Car shortage not a thing of the past, nor all of the wheat moved, by any means. Just now the coal shortage is holding up cars already loaded and this may nullify the benefits of a slightly increased car supply.—Cal.

## Exports of Grain Weekly. Bus., 000 Omitted.

|       | Wheat.  |         |         | Corn.   |         |         | Oats.   |         |         |
|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|       | '19-20. | '18-19. | '19-20. | '18-19. | '19-20. | '18-19. | '19-20. | '18-19. | '18-19. |
| July  | 5,111   | 1,504   | 539     | 20      | 910     | 693     | 2,187   |         |         |
| July  | 12,000  | 3,851   | 382     | 23      | 731     | 1,617   | 1,841   |         |         |
| July  | 19,000  | 3,393   | 144     | 93      | 571     | 757     | 2,482   |         |         |
| July  | 26,000  | 1,112   | 413     | 45      | 103     | 1,142   | 2,581   |         |         |
| Aug.  | 2,000   | 3,067   | 543     | 9       | 219     | 2,319   | 2,614   |         |         |
| Aug.  | 9,000   | 3,651   | 1,419   | 74      | 182     | 891     | 1,656   |         |         |
| Aug.  | 16,000  | 2,620   | 1,809   | 44      | 673     | 1,584   | 1,437   |         |         |
| Aug.  | 23,000  | 4,445   | 3,504   | 67      | 135     | 2,141   | 1,438   |         |         |
| Aug.  | 30,000  | 6,072   | 2,938   | 264     | 253     | 1,576   | 1,027   |         |         |
| Sept. | 6,000   | 3,848   | 3,452   | 118     | 153     | 1,474   | 1,125   |         |         |
| Sept. | 13,000  | 7,475   | 3,739   | 42      | 375     | 1,411   | 2,356   |         |         |
| Sept. | 20,000  | 6,343   | 4,409   | 148     | 145     | 1,358   | 3,657   |         |         |
| Sept. | 27,000  | 4,690   | 5,085   | 29      | 289     | 557     | 2,914   |         |         |
| Oct.  | 4,000   | 5,917   | 5,532   | 33      | 153     | 1,422   | 2,704   |         |         |
| Oct.  | 11,000  | 2,485   | 4,078   | 28      | 52      | 1,007   | 2,439   |         |         |
| Oct.  | 18,000  | 2,830   | 4,200   | 18      | 38      | 1,164   | 4,478   |         |         |
| Oct.  | 25,000  | 2,920   | 4,143   | 9       | 21      | 181     | 5,086   |         |         |
| Nov.  | 1,000   | 2,458   | 2,513   | 10      | 36      | 406     | 2,934   |         |         |
| Nov.  | 8,000   | 3,856   | 4,117   | 23      | 5       | 1,017   | 3,005   |         |         |
| Nov.  | 15,000  | 5,994   | 3,471   | 69      | 5       | 593     | 3,836   |         |         |
| Nov.  | 22,000  | 4,629   | 4,005   | 21      | 140     | 957     | 3,661   |         |         |

Total since July 1, '18 280,725 184,517 10,606 37,363 118,636 183,439

## MARYLAND.

Baltimore, Md.—The first new corn to reach this market arrived Nov. 13. One lot, yellow, was sent to Stevens Bros., and the other, white, was consigned to C. M. Lewis & Sons from Virginia. The corn was in splendid condition.

## MISSOURI.

St. Joseph, Mo.—The first car of new shelled corn arrived Nov. 12, consigned to the Marshall Hall Grain Co. It graded No. 4.

Jefferson, Mo., Nov. 10.—Amount of last year's corn crop on hand is small, only 3% against 7% in 1918. Cribs well cleaned out. Farmers inclined to sell hogs and hold corn.—E. A. Logan and Jewel Mayes, U. S. Crop Estimates and State Board of Agriculture.

## NEBRASKA.

Leigh, Neb., Nov. 15.—No new corn moving to market; will start about Dec. 1.—H. Hamel, agt. Nye, Schneider, Fowler Co.

Norfolk, Neb., Nov. 21.—Corn beginning to move some; will move freely in the next 10 or 15 days, I believe; 75% of corn is picked.—Frank Melcher, mgr. Farmers Grain & L. S. Co.

## NEW YORK.

New York, Nov. 19.—On Nov. 5 there were 18,117,433 bus. of grain stored in elevators at north Atlantic ports. There were received during the week 2,577,955 bus., while 2,835,951 bus. were delivered. The amount of grain in elevators at these ports represented 92% of the elevator capacity.

New York, N. Y.—Wheat receipts from farms for the week ending Nov. 7 were 15,460,000 bus., against 13,673,000 bus. for the corresponding week a year ago. Wheat receipts from farms for the previous week were 18,819,000 bus., as compared with 15,597,000 bus. for the corresponding week a year ago. Wheat receipts from farms, June 27 to Nov. 7, were 569,262,000 bus., as compared with 544,578,000 bus. for the same period in 1918. The total stock of wheat in all elevators and mills is 294,406,000 bus., as compared with 292,435,000 bus. at this time last year. The total stock in all elevators and mills the previous week was 293,993,000 bus., as compared with 287,881,000 bus. for the same time last year. Exports of wheat, July 1st to Nov. 7th, amount to 59,327,000 bus., compared with 67,273,000 bus. exported for the same period in 1918.—U. S. Grain Corporation.

## OKLAHOMA.

Oklahoma City, Okla., Nov. 11.—Large part of corn crop harvested under difficulties, owing to the continued excessive rains and resultant condition of fields and roads; weather during much of October altogether unsatisfactory for cribbing or moving corn to market.—Co-operative Crop Reporting Service for Oklahoma.

## TEXAS.

White Deer, Tex., Nov. 10.—Wheat movement has been better this last week than for 2 months, but thousands of bushels are still on the ground; only half the crop has been shipped out and the elevators are full all of the time.—R. C. Lawver, mgr. Farmers Mill & Elevator Co.

## Heavy Movement in Southwest.

What is said to be an unprecedented movement of wheat is on in the Southwest along the lines of the Santa Fe in Texas, New Mexico, Oklahoma and Kansas. It represents the "overflow," the wheat which could not be handled in the elevators. About 2,000,000 bu. is said to be moving, much of which is going to Galveston for export. It is estimated that there is still 1,000,000 bu. on the ground in Texas and half that amount in Kansas. In order to meet the emergency, the railroad administration ordered to be returned to the Santa Fe over 3,000 of its cars which were widely scattered on other lines of railroad.

In addition, about 1,100 of the new federal trust equipment cars were sent to the Santa Fe to be used in loading grain.

Freight traffic officials of the Santa Fe estimate that all the wheat on the ground in their southwestern territory will be cleaned up within the next two weeks. This will be done by throwing all the equipment available into that section and doubling the motive power.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### CANADA.

Winnipeg, Man., Nov. 21.—The crop estimate for Manitoba, Saskatchewan and Alberta is as follows: Wheat acreage, 16,085,000 bus.; yield, 10.5 bus. per acre, or 168,892,000 bus.; oats, acreage, 9,626,000, yield 25.2 bus. per acre, or 242,575,000 bus.; barley acreage, 1,995,000, yield 19 bus. per acre, or 37,145,000 bus., and rye acreage, 216,000, yield 11 bus. per acre, or 2,376,000 bus.—Frank O. Fowler, sec'y, North Western Grain Dealers Ass'n.

### ILLINOIS.

Barnes, Ill., Nov. 11.—Corn yield 8 to 10 bus. per acre less than last year.—T. J. Hanley.

Blue Mound, Ill., Nov. 14.—Corn making from 10 to 15 bus. less than best estimates made a month ago.—N. K. Hedrick, mgr., Farmers Grain Co.

Springfield, Ill., Nov. 19.—Conditions decidedly favorable for husking; in southern counties fields still too wet. Some corn damaged and wheat seeding not completed; pastures and wheat generally good.—Clarence J. Root, meteorologist, U. S. Dept. of Agri.

Chicago, Ill., Nov. 10.—The final average yield of corn per acre 28.8 bus., or practically unchanged from the Oct. 1 indication. Upon the Snow estimate of acreage, this makes a total crop of 2,855,000,000 bus., or, applied to the government estimate of acreage, a crop of 2,935,000,000 bus. The quality highest reported for a long series of years. Acreage seeded to winter wheat shows heavy reduction. Seeding very late; seed bed dry, hard and unsatisfactory, but October rains put soil in excellent condition; crop now making strong growth.—Snow-Bartlett-Frazier Crop Report.

Springfield, Ill., Nov. 11.—The estimated yield of corn in this state for this season is 34 bus. per acre, compared with 35.5 bus. for 1918. Rainfalls for Oct. heavy and temperature averaged 2 degrees above normal. Plowing practically finished; seeding of fall grain ended; some reseeded will be done where fields have been flooded. Winter wheat and rye are up; growth strong and plant looking well. Hessian fly prevalent in some localities and many fields have been plowed up and reseeded on this account. The probable crop of corn will be 296,208,000 bus.; against 298,996,000 bus. forecasted Sept. 1, and 351,450 bus. produced in 1918. Quality estimated at 88%, compared with 86% for 1918 and 83% for a 10-year average. The weights per bu. are: Winter wheat, 57 lbs. per measured bu.; spring wheat, 52 lbs.; oats, 26.6 lbs.; barley, 45 lbs. All grains are light, especially spring wheat and oats.—Joint Crop Report of Illinois & U. S. Depts. of Agriculture.

Champaign, Ill.—The Hessian fly infestation this fall is the heaviest since the fall of 1915 and will cause considerable injury to the wheat crop of Illinois this year. Reports from other states show that similar conditions prevail in the wheat growing areas of eastern United States. All the counties in Illinois are affected, but the distribution of the pest is not as heavily widespread as in 1915. In northern Illinois the infestation is only a little heavier than last year's, while in central and southern Illinois it is as heavy and as severe as in 1915. The abundance of the Hessian fly at this time is due to the warm and calm days, which favored not only the rapid development of the young insects, but caused the wheat seedlings to come up in a shorter time, serving as ideal hosts for the pests. The scarcity of the flies' insect enemies was also responsible for their unusual numbers. Practically all the damage by the fly that will occur this fall has already been done, as the insect is now reaching the flaxseed stage, when it does not feeding and in which condition it will pass the winter.—State Entomologist, W. P. Flint.

### INDIANA.

Ligonier, Ind., Nov. 12.—Corn best in 4 years. Lots of fly in wheat and not so large an acreage as last year.—W. A. Jackson, mgr. Farmers Co-operative Elevtr. Co.

### IOWA.

Fremont, Ia., Nov. 15.—Corn good average crop; quality good.—J. E. Kimmel.

Des Moines, Ia., Nov. 21.—Iowa has a bumper corn crop this year; quality extra good.—Major Moberly, sec'y W. H. Bartz & Co., Inc.

Stanwood, Ia., Nov. 15.—Corn husking nearly finished; yield about 50 to 80 bus. per acre except where damaged by hail, the yield in these fields being 20 to 50 bus. per acre; best of quality.—J. P. Christianson, King Wilder Grain Co.

### KANSAS.

Byers, Kan., Nov. 13.—Wheat looking good; corn husking in progress and corn is good.—C. D. Moore, Byers Equity Exchange.

Belle Plaine, Kan., Nov. 10.—Seeding just finished; growing wheat looking fine.—Jas. G. Fay, mgr. Belle Plaine Milling & Grain Co.

Belle Plaine, Kan., Nov. 8.—Seeding just finished; growing wheat looking fine; acreage reduced 20%.—The Belle Plaine Milling & Grain Co.

Hutchinson, Kan., Nov. 23.—Weather conditions favorable for growth of wheat plant. An excellent rain fell over western and south-western Kansas, and mild weather followed. It has enabled plant to attain satisfactory condition. Much wheat was planted late, while a large percentage of it went into soil not properly prepared; severe weather in January and February will result in considerable winter killing. In the western portion of the state some wheat remains to be threshed.—Cal.

### MONTANA.

Lewistown, Mont., Nov. 18.—The drouth seems to have been broken about September 1st; since that date all the moisture necessary to the preparation of the ground and the growth of winter wheat has been received. Growing crop conditions normal at this time.—Chas. R. McClave, pres. Montana Flour Mills Co.

### NEBRASKA.

Leigh, Neb., Nov. 15.—Corn yielding 30 to 60 bus.; average about 45 bus.—H. Hamel, agt. Nye, Schneider, Fowler Co.

Norfolk, Neb., Nov. 21.—Corn good quality; yield below expectations.—Frank Melcher, mgr. Farmers Grain & L. S. Co.

### NORTH DAKOTA.

Omeme, N. D., Nov. 12.—Grain trade very quiet; crops very light.—T. Thronson, mgr. Co-operative Elevtr. Co.

Langdon, N. D., Oct. 28.—Ninety per cent of the grain in this vicinity is durum wheat. It is of very good quality this year.—W. W. Brown.

### OHIO.

Fremont, O., Oct. 31.—Acreage of wheat sown not as large as last year.—O. J. Stierwalt, People's Elevator & Supply Co.

Wooster, O., Nov. 13.—In sections where Hessian fly has damaged the wheat to such an extent that plants are turning yellow or dying, farmers are advised to plow land deeply either in spring or fall and seed to some other crop. Fields at present are so heavily infested that chances are for meager crop; hatching out of spring brood from heavily-infested fields will bring more damage from fly next spring in fields apparently free at the present time. When badly-infested fields are plowed under deeply flies cannot emerge in the spring. Reports coming to the department of entomology indicate that practically all of early-sown fields in state are badly infested with Hessian fly.—Ohio Agricultural Experiment Station.

### OKLAHOMA.

Gracemont, Okla., Nov. 10.—Corn is good and husking is in progress.—S. A. Brooks, mgr. Sugar Creek Gin, Grain & Supply Co.

Oklahoma City, Okla., Nov. 11.—A corn yield this year considerably higher than 10-year average of 15.8 bus. per acre; quality more than fair in most parts of state; largest yields reported from southwest and south districts; lowest from north which suffered longest from dry spell. October weather greatly deteriorated the quality. This is particularly true in lowlands where many streams have flooded adjoining fields. Average yield of corn cut for silos was 3.5 tons. Frost damage to crop was slight.—Co-operative Crop Reporting Service for Oklahoma.

### SOUTH DAKOTA.

Gayville, S. D., Nov. 19.—Wheat and oats were poor, but corn is a good quality crop, tho a little light.—J. P. Olsen, prop. Gayville Grain Co.

Chancellor, S. D., Nov. 11.—The corn crop is 120%; oats run from 26 to 34 lbs. to the bus.; most of corn husking is done.—H. M. Vander Graaf, mgr. Farmers Elevtr. Co.

### TENNESSEE.

Nashville, Tenn., Nov. 24.—Corn crop in eastern Tennessee will not be sufficient to meet home requirements and corn will have to be secured from elsewhere for feeding. Wheat seeding in eastern Tennessee has been handicapped by wet weather. Acreage will be materially smaller than last year.—S.

### WASHINGTON.

Kenniwick, Wash., Oct. 28.—Practically all the wheat grown in this section is either Turkey Red or Early Baart varieties which we use for our patent flour. There is very little of the club varieties of wheat grown in this section.—J. J. Georgeson, Kenniwick Flour Mills.

### Italian Crops.

As already intimated, the wheat harvest this year is somewhat smaller than that of last year. The first estimate gave the quantity as about 19,300,000 quarters, but latest reports, which are, however, not yet definite, give reason to hope that the outturn will be somewhat greater than the quantity mentioned. It is to be noted, too, that this year the grain is in perfect condition and of very fine quality, the natural weight for the most part being superior at 64-lbs. per bushel, and consequently the yield of flour is very good.

With regard to the maize crop there is a great difference in the outturn of the several regions. In those parts where the crop suffered from drought the outturn is almost nil, but in more favoured districts, and on land which is naturally humid, the harvest is abundant and of excellent quality. It is not yet possible to make any definite estimate of the actual yield. More favorable reports are coming to hand with respect to the seeding of the new wheat crop. Recent rains have had a very good effect on lands which had been baked hard by the prolonged drought, and the work of ploughing and sowing is now going forward under satisfactory conditions, except in some few districts where storms caused interruption.—*Corn Trade News*.

### Elevator at Hays, Kan., Burns.

The elevator at Hays, Kan., owned and operated by the Farmers Co-operative Ass'n, burned Monday morning, Nov. 17. The fire spread from three gasoline tanks, owned by the Standard Oil Co., which exploded, causing much property loss, 7 deaths and many injuries.

The elevtr. was a frame building, with a capacity of 12,000 bus. At the time of the fire, it was full of wheat. The loss of the building and wheat approximates \$30,000, covered with insurance to the amount of about \$20,000. It is expected that there will be considerable salvage. In addition to the elevator, a warehouse and several coal sheds, belonging to the Ass'n were burned. In the warehouse there were two carloads of potatoes, one car of flour, one car of barley, one car of oats, and some feed.

The officers of the Ass'n are: Pres., H. W. Joy; vice-pres., J. R. Rupp; sec'y, Peter J. Walker; directors, J. Urban, A. J. Klaus, J. Dinges, W. Gottschalk, A. Rupp, and A. Befort. The elevator will be rebuilt at once.

The fire started when backfire from a motor car ignited some spilled gasoline.



Smoking Ruins of Farmers Elevator at Hays, Kan.



# Telegraph Company Liable for Full Damages on Unrepeated Messages

In a straightforward decision by the Supreme Court of Illinois Oct. 27, 1919, all fine print conditions and limitations of liability are wiped out and the telegraf companies held to the fullest measure of accountability in damages for their own negligence.

This suit had been pending for years but no progress was made until Barry Gilbert, counsel for the National Poultry, Butter & Egg Ass'n, became interested and pushed it to a successful conclusion.

This suit, by Bowman & Co., of Chicago, plaintiffs, v. Postal Tel. Co., defendant, grew out of an error in the following message filed as long ago as Feb. 8, 1913:

Columbus Butter Co., Columbus, O., offer car fresh eggs good stock from good reliable packer now in transit here due Monday at 23 c. o. b. Chicago immediate wired acceptance. Bowman & Bull Company.

—As delivered it read:

Offer car fresh eggs good stock from good reliable packer now in transit due here Monday at twenty f. o. b. Chicago immediate wire acceptance. Bowman Bull Co.

The appellant brought suit to recover \$360 the difference between the value of the 12,000 dozen eggs at 23 cents and 20 cents. Appellee cancelled the charge of 63 cents for sending the message and claimed that was the extent of its liability under the terms and conditions under which it received the message.

The Supreme Court said: When a telegraph company receives a message and the tariff fixed by the company for the transmission of this message is paid by the sender, it is the duty of the company to transmit the message as delivered. A condition requiring repetition is without consideration and does not restrict the company's liability. Such a condition is an unfair imposition upon the public, which is compelled to resort to this agency in the transaction of its business.

Defendant contends that its liability in this case is controlled by the Interstate Commerce act and the Federal law, to the exclusion of the State law, by reason of the fact that by the amendment of June 18, 1910, to the interstate commerce act the provisions of that act were made to apply to telegraf companies and their contracts for the transmission of interstate messages. The holdings of the state courts of this Union are in hopeless conflict on this point and we make no effort to harmonize the decisions. The United States Supreme Court has not passed on the question since the amendment of 1910 became effective, so its decisions are not necessarily conclusive here.

Interstate common carriers of messages are now in the same situation that interstate common carriers of goods were after the passage of the interstate commerce act and prior to the Carmack amendment. Before this amendment, the interstate commerce act did not take over from the states the field of liability for negligence of interstate carriers of goods. Prior to 1910, Congress had passed no regulatory statutes concerning telegraf companies. In that year, it amended section 1 of the interstate commerce act, so that, so far as it refers to telegraf companies, it reads as follows: "the provisions of this act shall, apply—to telegraph, telephone and cable companies engaged in sending messages from one state, territory or district of the United States to any other state, territory or district of the United States, or to any foreign country, who shall be considered and held to be common carriers within the meaning and purpose of this act."

**Limitation Contrary to Public Policy.**—To lay down a rule that telegraf companies may limit their liability for failure to correctly deliver a message on account of their own negligence would encourage the employment of incompetent help and the use of imperfect instruments, and thereby render this instrumentality of interstate commerce almost valueless as a safe means of communication. Commercial telegraf messages frequently involve large sums of money, and are intended to, and do create obligations and induce action. The telegraf has become a necessity in the commercial life of the nation. There is no reason, economic or otherwise, why this great mass of messages should move at the risk of the sender.

Assuming the amount of the instant case to be \$23,000 instead of 23 cents, the error caused by the negligence of the telegraf company would then have amounted to \$3,000 on one item and

on 12,000 items would have amounted to \$36,000,000. The telegraf company by its contract says that the sender can protect himself by having the message repeated. Assuming the patron sends such a message repeated and the error occurs, he can recover, according to its rules, fifty times the amount for sending the same, in this case \$31.50.

The utter fallacy of the argument of permitting the telegraf company to relieve itself of liability for its own negligence in failing to correctly deliver such a message is shown by this illustration. The company states that if the sender is not satisfied with its unrepeated or repeated service, he can insure the message. The interstate commerce act does not say anything about authorizing the telegraf company to insure its messages and thereby protect itself from liability for failure to deliver. We need only to apply the terms of its contract for insurance to see how ridiculous that provision is. The rate charged is 2 per cent on the agreed amount of risk. For what amount shall the sender insure his message? How does he know what error the telegraf company is liable to make? In the instant case, the patron might by chance have guessed that the telegraf company would commit the error it did commit; then the message could have been insured for \$360 and the charge for insurance would have been \$7.20. But how could the sender know that the telegraf company would not make the word "twenty" instead of the word "three"? In order to protect itself against such a possibility, it would have had to insure its message for \$2,400, and the rate would have been \$48.

The insured rate is clearly impossible to apply and is prohibitive and is meant to be. The recovery on a repeated message is wholly inadequate on a transaction of any size. And, again, is there any possible reason why a telegraf company should be able to exempt itself from liability for its negligence. No other person in the land has this privilege. A common carrier of goods does not have it, and why should a common carrier of telegraf messages? The courts of last resort of all but six states of the United States have declared that public policy opposes such limitation of liability. Congress put telegraf companies under the act, for the purpose of controlling them, and not for the purpose of relieving them of liability for their own negligence.

Section 8 of the Interstate Commerce Act (Act of Feb. 4, 1887, U. S. Comp. Stat. 1916, sec. 8,572) gives a right of action against a common carrier for damages occasioned by its doing an act prohibited by the statute, and section 9 of the act (Ibid. sec. 8,573) grants the right of choice between complaint to the Interstate Commerce Commission by persons claiming to be damaged by a common carrier subject to the provisions of the act, and a suit in a federal court for the recovery of the damages for which such common carrier may be liable under the provisions of the act. Sections 8 and 9, standing alone, might be construed to give the federal courts exclusive jurisdiction of all suits for damages occasioned by the carrier's violating any of the old duties which were preserved and the new obligations which were imposed by the Commerce act. Evidently for the purpose of preventing such a result, the proviso to sec. 22 of the act (Ibid. sec. 8,595) declares that "Nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies."

That provision was added to preserve all existing rights which were not inconsistent with those created by the statute, and to preserve existing remedies such as those by which a shipper could recover in a state court for damages to property while in the hands of the interstate carrier, damages caused by delay in shipment, damages caused by failure to comply with its common law duties and the like. But for this proviso to section 22, it might have been claimed that, Congress having entered the field, the whole subject of liability of a carrier to shippers in interstate commerce had been withdrawn from the jurisdiction of the state courts, and this clause was added to indicate that the Interstate Commerce Act, in giving rights of action in Federal courts, was not intended to deprive the state courts of their general and concurrent jurisdiction. *Pennsylvania Railroad Co. v. The Puritan Coal Mining Co.* 237 U. S. 121; *Pennsylvania Railroad Co. v. Sonman Shaft Coal Co.* 242 id. 120.

This message, as delivered, shows evidence of having been consciously altered. The signature attached to it was "Bowman & Bull Company." The word "wired" was changed to "wire." The dropping of the "d" made a difference in the meaning. As sent, the message meant that the car was offered subject to an immediate wired acceptance by the pur-

chaser. As delivered it meant, "This is immediate; wire your acceptance." It appears the operator thought he was correcting the sender's poor grammar. As it happened, the change made very little difference, because the ideas are nearly the same, but the operator took a chance when he changed this word. Further evidence of wilful tampering with the message is shown by the change in the check number. The message as delivered contained 24 words and it was so indicated by the sending operator. In order to enable the receiving operator to know that he received all the words, this check number "24" is the first part of the message sent out. One of two things happened: either the check number was received as "23" and 23 words were sent, or the check number was received as "24" and when 23 words were received the receiving operator wilfully omitted to call back to get the missing word, but changed the check number to "23."

It is hardly probable that such a coincidence could have happened that the check number was transmitted over the wire incorrectly and then the message was transmitted in such a way as to correspond with the incorrect check number. Gross negligence is a difficult thing to prove, but here the errors in transmission were wholesale. Five changes were made in the transmission of a short message. Such negligence cannot be excused.

We are impressed with the importance to the commercial world of a correct decision in this case, and after a careful review of the authorities, we must hold, in accordance with the views herein expressed, that the appellate court erred in affirming the judgment of the municipal court. The judgments of the municipal and appellate courts are therefore reversed and judgment is entered here against appellee and in favor of the appellant for \$360 and costs.

## Coming Conventions.

Jan. 13, 14, 15, 16. Farmer Grain Dealers' Ass'n. of South Dakota, at Aberdeen.

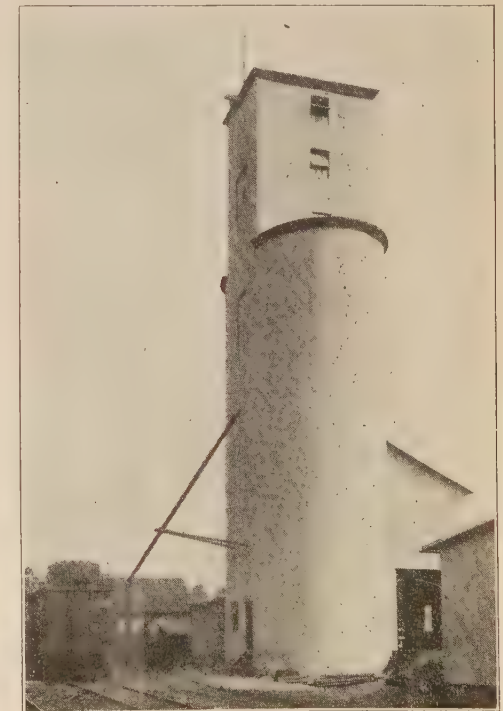
Jan. 20, 21, 22. Farmers Grain Dealers Ass'n of Iowa, at Sioux City, Ia.

Feb. 10, 11, 12.—Farmers Grain Dealers Ass'n of Illinois, at Peoria.

June 22, 23, 24. American Seed Trade Ass'n at Milwaukee.

## Concrete Elevator at Vandalia, Mo.

The new elevator of the Farmers Elevator & Supply Co., at Vandalia, Mo., has just been opened and filled with grain. It was built by the Burrell Eng. and Const. Co., and cost \$24,000. Its capacity is 25,000 bushels and the plant is up to date and complete in every respect. Construction is concrete, with 12 bins. It is equipped with sheller, 2 legs, and cleaner.



A 25,000 Bu. Concrete Elevator at Vandalia, Mo.



Bin Pressures and Concrete Reinforcement.

Selecting from the researches of H. A. Janssen, J. A. Jamieson and M. S. Ketchum, W. J. Larkin of the Bureau of Markets, has condensed in Bulletin No. 789 of the Dept. of Agriculture, the data needed in calculating the reinforcement of concrete grain bins, from which the following is taken:

- Following Janssen's formula,
- D equals diameter of bin in feet.
- H equals height in feet of grain above point in question.
- V equals vertical pressure of grain at depth H in pounds per square foot.
- L equals lateral pressure of grain at depth H in pounds per square foot.
- f<sub>s</sub> indicates the allowable unit stress in the steel.

In Table 1, herewith are tabulated the values of the pressure factors  $\frac{V}{D}$  and  $\frac{L}{D}$  for different values of  $\frac{H}{D}$ .

To Calculate Pressures.

Required: The vertical and lateral unit pressures at the bottom in a round or square bin 15 feet in diameter and 75 feet in height.

$\frac{H}{D} = \frac{75}{15} = 5$   
From Table 1: For  $\frac{H}{D} = 5$   
 $\frac{V}{D} = 49.66$  and  $V = 15 \times 49.66 = 745$  pounds per square foot.  
 $\frac{L}{D} = 29.79$  and  $L = 15 \times 29.79 = 447$  pounds per square foot.

To Calculate Reinforcing Steel.

In a cylindrical tank the total pressure on any diameter for 1 foot in height is equal to the lateral pressure per square foot at that level times the diameter in feet, or  $L \times D$ . This pressure, tending to burst the tank, produces tension in the walls, and, since two cross sections of the wall are cut by each diameter, the total tensile stress on each cross section of the wall for 1 foot in height is equal to  $\frac{L \times D}{2}$ . Assuming that all of the

tensile stress is taken by the steel reinforcing, and indicating the allowable unit stress in the steel by  $f_s$ , the cross-sectional area of steel required in square inches per foot in height at that level is given by the formula:

(Pounds per square foot in diameter)

| $\frac{H}{D}$ | $\frac{V}{D}$ | $\frac{L}{D}$ | $\frac{H}{D}$ | $\frac{V}{D}$ | $\frac{L}{D}$ |
|---------------|---------------|---------------|---------------|---------------|---------------|
| 0.1           | 4.76          | 2.86          | 2.3           | 44.97         | 26.98         |
| .2            | 9.06          | 5.44          | 2.4           | 45.46         | 27.28         |
| .3            | 12.96         | 7.77          | 2.5           | 45.89         | 27.53         |
| .4            | 16.48         | 9.88          | 2.6           | 46.29         | 27.77         |
| .5            | 19.67         | 11.80         | 2.7           | 46.64         | 27.98         |
| .6            | 22.56         | 13.53         | 2.8           | 46.96         | 28.18         |
| .7            | 25.17         | 15.10         | 2.9           | 47.25         | 28.34         |
| .8            | 27.53         | 16.52         | 3.0           | 47.51         | 28.50         |
| .9            | 29.67         | 17.80         | 3.1           | 47.75         | 28.64         |
| 1.0           | 31.61         | 18.96         | 3.2           | 47.96         | 28.77         |
| 1.1           | 33.36         | 20.01         | 3.3           | 48.16         | 28.89         |
| 1.2           | 34.94         | 20.96         | 3.4           | 48.33         | 28.99         |
| 1.3           | 36.37         | 21.82         | 3.5           | 48.49         | 29.09         |
| 1.4           | 37.67         | 22.60         | 3.6           | 48.63         | 29.18         |
| 1.5           | 38.84         | 23.30         | 3.7           | 48.76         | 29.26         |
| 1.6           | 39.90         | 23.94         | 3.8           | 48.88         | 29.33         |
| 1.7           | 40.87         | 24.52         | 3.9           | 48.99         | 29.39         |
| 1.8           | 41.74         | 25.04         | 4.0           | 49.08         | 29.45         |
| 1.9           | 42.52         | 25.51         | 5.0           | 49.66         | 29.79         |
| 2.0           | 43.23         | 25.94         | 6.0           | 49.88         | 29.92         |
| 2.1           | 43.88         | 26.32         | 7.0           | 49.95         | 29.97         |
| 2.2           | 44.46         | 26.67         | 10.0          | 49.99         | 29.99         |

Table 1. Pressure Factors for Wheat in Round Bins.

$$a = \frac{L \times D}{2 \times f_s}$$

This formula may be written,

$$\frac{a}{D^2} = \frac{L}{D} \times \frac{1}{2 \times f_s}$$

Since the pressure factor  $\frac{L}{D}$  is determined

by  $\frac{H}{D}$ , we can tabulate values for the steel factors  $\frac{a}{D^2}$  for different values of  $\frac{H}{D}$ . (See Table 2.)

Required: The area of steel in square inches per foot in height for horizontal reinforcing for a cylindrical concrete tank 25 feet in diameter and 100 feet in height at four levels, (1) at bottom, (2) at height of 25 feet, (3) at height of 50 feet, (4) at height of 75 feet. ( $f_s = 18000$ ).

From Table 2:

At bottom  $\frac{H}{D} = \frac{100}{25} = 4$ ;  $\frac{a}{D^2} = 0.000818$   
 $A = 0.511$  sq. in.

At 25' 0"  $\frac{H}{D} = \frac{75}{25} = 3$ ;  $\frac{a}{D^2} = 0.000792$   
 $A = 0.495$  sq. in.

At 50' 0"  $\frac{H}{D} = \frac{50}{25} = 2$ ;  $\frac{a}{D^2} = 0.000720$   
 $A = 0.450$  sq. in.

At 75' 0"  $\frac{H}{D} = \frac{25}{25} = 1$ ;  $\frac{a}{D^2} = 0.000527$   
 $A = 0.329$  sq. in.

In determining what reinforcing will be used for any tank for its full height we can proceed in three ways to allow for the decrease from bottom to top in the steel area required:

- A. Fix a uniform spacing, and use decreasing sizes of bars.
- B. Select one size bar and increase its spacing.
- C. A combination of the first and second ways.

Would not think of doing without the Journal.—J. R. Thomas, Carnegie, Okla.

HUTCHINSON, KAN.—Harvesting of kafir, milo and cane has been practically completed and threshing of these grains is in progress. Movement of kafir and milo has started, but these crops have not moved in volume, nor can they move till wheat is out of the way.—Cal.

Who Should Bring Suit?

When loss occurs thru fault of the carrier it devolves upon buyer or seller to make good to the other party the loss sustained and to look to the carrier for reimbursement. Since carriers are notoriously dilatory in settling claims and sometimes defend a suit tenaciously the parties are reluctant to discharge their contractual obligation when their right to bring suit against the carrier is at all doubtful.

It has happened that one of the parties has made good the loss to the other, and brot suit against the railroad company only to have the case thrown out of court because plaintiff had no standing.

For those who wish to clear up this question of right to sue before starting action the decision by the Supreme Court of North Carolina, Oct. 1, 1919, points the way. If the price of the goods to consignee is docked the amount of any loss or damage it amounts to an equitable assignment to the consignor of the consignee's right to recover of the carrier.

The court said: It is urged by defendant carrier that the B/L were open, which means that the consignor neither retained the title nor any interest in the goods, and the defendant insists that, this being so, the property in the goods passed from consignor to consignee at the time of delivery to the carrier, and the plaintiff, therefore, not being injured by any loss or damage sustained, is not the proper party to sue for the same. But, while that is perhaps true, nothing else appearing but the straight consignment and delivery to the carrier, there may be such an arrangement between the two parties, consignor and consignee, as to change the ordinary rule arising out of that simple relation and to entitle the consignor to sue for the loss or damage. Has such a change been wrought in this case? We are of the opinion that there has been.

If the goods were either lost or damaged by the wrong or negligence of the carrier, and on demand of the consignee, and afterwards, by mutual consent of the parties, the price of the goods was docked by as much as the loss or damage, and the settlement made on that basis, we cannot see why this does not amount to an equitable assignment to the consignor of the consignee's right to recover of the carrier, and to the extent that the consignor has been required to reduce the price he has suffered a loss by the negligence of the carrier. Whether you consider it as an assignment to the consignor of the consignee's right to so much against the carrier, or as a loss of so much indirectly to the consignor by the negligence, or as ultimately a sale on the account of the consignor, it seems to us that the later should have the right to sue.

We have said that by the consignment under such a bill of lading the title prima facie passes to the consignee, which does not, however, exclude the idea that the consignor has not lost all and every right in the shipment.

The consignee gets the title, so that he may sue for the specific recovery of the goods, and damages for any loss or injury to them by the carrier, if he elects so to do; but he may settle with the consignor, or so agree with him, that

[Areas of steel per foot in height per diameter squared.]

| $\frac{H}{D}$ | $\frac{a}{D^2}$ |             |             | $\frac{H}{D}$ | $\frac{a}{D^2}$ |             |             |
|---------------|-----------------|-------------|-------------|---------------|-----------------|-------------|-------------|
|               | $f_s=16000$     | $f_s=18000$ | $f_s=20000$ |               | $f_s=16000$     | $f_s=18000$ | $f_s=20000$ |
| 0.1           | 0.000089        | 0.000079    | 0.000072    | 2.3           | 0.000843        | 0.000749    | 0.000675    |
| .2            | 170             | 151         | 136         | 2.4           | 853             | 758         | 682         |
| .3            | 243             | 216         | 194         | 2.5           | 860             | 765         | 688         |
| .4            | 309             | 274         | 247         | 2.6           | 868             | 771         | 694         |
| .5            | 369             | 328         | 295         | 2.7           | 874             | 777         | 700         |
| .6            | 423             | 376         | 338         | 2.8           | 881             | 783         | 705         |
| .7            | 472             | 419         | 378         | 2.9           | 886             | 787         | 709         |
| .8            | 516             | 459         | 413         | 3.0           | .000891         | .000792     | .000713     |
| .9            | 556             | 494         | 445         | 3.1           | 895             | 795         | 716         |
| 1.0           | .000593         | .000527     | .000474     | 3.2           | 899             | 799         | 719         |
| 1.1           | 625             | 556         | 500         | 3.3           | 903             | 802         | 722         |
| 1.2           | 655             | 582         | 524         | 3.4           | 906             | 805         | 725         |
| 1.3           | 682             | 606         | 546         | 3.5           | 909             | 808         | 727         |
| 1.4           | 706             | 628         | 565         | 3.6           | 912             | 810         | 729         |
| 1.5           | 728             | 647         | 583         | 3.7           | 914             | 813         | 731         |
| 1.6           | 748             | 665         | 599         | 3.8           | 917             | 815         | 733         |
| 1.7           | 760             | 675         | 608         | 3.9           | 918             | 816         | 735         |
| 1.8           | 783             | 695         | 628         | 4.0           | .000920         | .000818     | .000736     |
| 1.9           | 797             | 708         | 638         | 5.0           | 931             | 827         | 745         |
| 2.0           | .000811         | .000720     | .000649     | 6.0           | 935             | 831         | 748         |
| 2.1           | 823             | 731         | 658         | 7.0           | 936             | 832         | 749         |
| 2.2           | 833             | 741         | 667         | 10.0          | .000937         | .000833     | .000750     |

Table 2. Steel Factors for Horizontal Reinforcing in Cylindrical Concrete Tanks.



the latter may acquire the right to recover for any loss or damage he may have suffered. The case falls within the principle of *Adyett v. Railroad Co.*, 172 N. C. 47, 89 S. E. 1000; *Buggy Co. v. Railroad Co.*, 152 N. C. 122, 67 S. E. 251; *Summers v. Railroad Co.*, 138 N. C. 295, 50 S. E. 714; *Railroad Co. v. Guano Co.*, 103 Ga. 590, 30 S. E. 555; *Cardwell v. Railroad Co.*, 146 N. C. 218, 59 S. E. 673.

But, if this is not so, the consignee would not have received the goods, but for this arrangement, and he had the right of reasonable inspection for the purpose of ascertaining their condition and rejecting them, if damaged. 6 Cyc. 465. If the consignee could refuse to receive the goods, on account of injury to them caused by the negligence of the carrier, a reduction in price allowed to induce a receipt of them would be the loss of the consignor, for which he should recover of the carrier, as he is the party aggrieved, and to the extent of this loss has an interest in the shipment. The court charged that the loss must have been charged back to the consignor. We can see, in the record, testimony sufficient to show that there was damage or loss in respect to each shipment.—*Produce Trading Co. v. Norfolk Southern Railroad Co.*, 100 S. E. Rep. 316.

## O. M. Smith Elected Pres. Omaha Exchange.

Following its practice of electing a strong man to the leading office, the directors of the Omaha Grain Exchange chose Otis M. Smith president of the Exchange at the recent election held on Nov. 18.

Mr. Smith was literally brot up in the grain trade, his father having engaged in the grain business in Nebraska in 1881. He himself entered the trade in 1898, associating with W. H. Ferguson of Hastings, Neb., and continued with that firm until 1906, at which time Mr. Ferguson sold out to the Updike Grain Co. Mr. Smith became associated with the Updike Grain Co. in 1908 and has continued with the Updike interests since that time. A portrait of the new president is given herewith.



Otis M. Smith, Omaha, Neb.  
Pres. Elect Grain Exchange.

## Grain and Hay Show at Chicago.

Grain dealers will confer a favor on their farmer friends by calling their attention to the big grain and hay show at the International Live Stock Exposition to be held in Chicago Nov. 29 to Dec. 6. Whether as a competitor for one of the numerous and valuable trophies and prizes, or as a visitor, the grain grower or stockman can not fail to find profitable reward or inspiration.

It is due to the generosity of the Chicago Board of Trade that this splendid grain and hay show can be held; and the special com'tee of the Board of Trade has done a vast amount of hard work in promoting the show.

The Grain Dealers National Association has notified the management that it will offer a large silver trophy for the best ear of corn exhibited. This trophy is to be awarded annually and will show the names of the winners. The fortunate corn grower will be permitted to hold this trophy during the year for which he has won the same. It will then be returned and competed for at the next show. There are, at this time, cash premiums offered for the best ears of corn exhibited in different regions. This trophy will make an excellent grand sweepstake award. The Grain Dealers Ass'n is to be congratulated on offering this splendid trophy and for its interest in the big movement for corn improvement.

The National Hay Ass'n has offered a trophy costing \$200 for the best sample of hay exhibited at the International Grain and Hay Show. This is very gratifying to the management, as it proves that other organizations besides the Chicago Board of Trade recognize the great educational benefit to be derived from this show.

One of the three handsome trophies to be awarded as sweepstakes premiums is contributed by the American Ass'n of Manufactur-

ers of Corn Products and will be awarded for the best sample of corn exhibited at the Grain and Hay Show.

The country has been divided into six regions in which there are classes for corn, small grain and hay. The first-prize winners in these regions will enter a sweepstakes class for the entire country and compete for the trophies. It is recognized that to win one of these trophies will bring great credit to the winner, and thus there will be unusual competition among the grain and hay growers of the United States. These trophies will be awarded annually and will have inscribed on them the names of the winners.

At all the shows, which started in 1907, Indiana producers have carried off the premier honors in most of the classes, not only showing the best ten ear samples every year but the best single ear at four of the six shows that have been held and the best bushel of corn at three of the shows. This year, however, the corn growers in the other states of the Middle West declare that Hoosiers will have to look to their laurels or they will go elsewhere. Iowa has the best corn crop in years. Men from this State have been the principal contenders against the Hoosiers at most of the previous shows and they are coming strong this year with corn which they hope will win and take back home with them the crown and all the honors that go with the kingship in the realm of corn. Illinois, Ohio, Missouri and other corn growers are coming with the same intentions this year.

In addition to the corn which will be on display from the various states, fourteen agricultural colleges will have exhibits of an educational nature. The states to be represented in this are Michigan, South Dakota, Kentucky, Kansas, Southeastern Missouri, Illinois, Indiana, Ohio, Iowa, Wisconsin, Louisiana, Minnesota and the United States Department of Agriculture.

One of the special features will be a miniature farm which will be known as the "International Livestock Hay and Grain Farm." This will be a complete layout of a farm, showing the number of cattle, hogs, sheep, horses, chickens, etc., that an average cornbelt farm can profitably carry. It also will show a good crop rotation, with the farm all laid so as to move labor and increase the efficiency of the operator.

Judging from the many entries of corn, oats, wheat and all kinds of hay now being received, the show this year will far surpass that of previous years. The corn and small grain growers not only are interested but the hay producers who are given an opportunity to show what they can do, will be at the show in force.

All of the wall space has been taken. The United States government is making an exhibit at a cost of \$5,000.

WE HAVE ALWAYS found the Grain Dealers Journal to be of interest and containing a great deal of information.—Sigmond Rothchild Co., Houston, Tex.

THE READING MATERIAL in the Journal is alive, and issues are met squarely. We admire your attitude in national affairs.—Reliance Seed Co., Ironton, O.

SUNFLOWERS as an ensilage crop in regions where corn can not be grown successfully is advocated for the cut-over lands of northern Michigan by crop experts from the Michigan Agricultural college. Vetch and various varieties of alfalfa also are advised.

REED & ROGERS, attorneys for the Millers' National Federation, and A. P. Husband, secretary of the Federation, are asking co-operation of all those interested in securing relief from the latest ruling of the treasury department in connection with freight taxation on export grain. M. Husband says in a circular letter: "I am considering the desirability of an application for reargument of this question before the treasury and get a reversal of the ruling."



### The Federal Review of Grain Grading.

A great meeting of the grain dealers of the United States held in Des Moines 18 years ago last month, included a very extensive and most interesting exhibit of type samples of the different grades of grain as classified by the inspectors in the different terminal markets.

The wide variation in the quality of the same grades as inspected by the chiefs of the different departments, brot most forcibly to the attention of the trade at large that the rubber rules with their indefinite terms made it extremely difficult for men, miles apart, to maintain uniform grading of grain, even tho they may have desired and striven to do so.

The trade recognized immediately the great advantage to be derived from the establishment of uniform rules governing the grading of grain. After years of discussion and compromise, the uniform grade rules of the Grain Dealers National Assn. were finally adopted by most of the terminal markets. Some terminal markets perversely refused to adopt the uniform rules, altho the outside trade persisted in its demands for uniformity.

Several years' trial of the uniform rules by interior terminal markets developed the fact that while the rules were uniform in many of the markets, the grading under the rules was far from uniform, and the finger of suspicion was pointed at representatives of different markets charged with the lax grading of receipts, in the hope of attracting shipments that were properly in the territory of some other terminal.

The grain trade generally became convinced that real uniformity of grain grading would be impossible unless full power was given some central authority to establish uniform rules governing the grading of grain in all markets, as well as to supervise the work of the different grain grading agencies.

Some time after the government had undertaken to secure uniform grading under the uniform rules which it had prescribed for the grading of wheat, it developed that there was considerable differentiation in the views of the various supervising inspectors who were called upon to supervise the work of those inspectors licensed by the Agricultural Department to grade grain in their districts, so a Board of Review was established as a final appeals committee for the purpose of bringing the grading of the various inspection departments to a uniform standard. The work of this federal Board of Review is carried on in Chicago.

Across one corner of the room stands a long table that may be compared rudely to the Supreme Bench of grain grading. Around it are three or four men industriously counting kernels of wheat, inspecting them with a critical eye or taking a vote on whether the sample before them shall pass. Altogether the room, its personnel and its contents hold a great interest for members of the grain trade, for the four men around the table constitute the Board of Review, the court of last resort for supervising the inspection and grading of wheat, corn and oats shipped in interstate commerce.

These men, who were formerly district supervisors, have been constituted a court by the Dept. of Agri. to pass upon the disputed gradings which are constantly arising. It is the work of this Board to standardize and stabilize the grading by licensed grain inspectors all over the country. Officially the Board is a part of the Bureau of Markets established in 1916, which is itself a part of the Department of Agriculture.

Cases from all parts of the country are constantly coming before it for decision, brought up on appeal from the grading of interstate shipments by licensed inspectors. All inspectors grading grain for interstate shipment must be licensed by the Department of Agriculture, and these inspectors have their work reviewed by supervisors of inspection working out of thirty-five district offices.

The impression has gone out that the system in operation constitutes federal inspection of

grain. It may have the effect of federal inspection in the last analysis, but in fact, it is federal supervision of inspection. The distinction should be kept in mind.

To understand the working out of the system, let us take a shipment of wheat on which there has been a dispute as to grade. A grain dealer in South Dakota, for instance, may have shipped a carload of wheat to a commission house in Minneapolis, billing it as No. 1 northern spring wheat. When he gets returns from his commission house, he is surprised and somewhat upset to find it accounted for as No. 3 northern spring wheat. It is a reflection on his judgment as a buyer, as well as an inroad on his bank account. He is not satisfied, and he notifies his commission house to call for a reinspection. Perhaps this is done and the wheat is still graded No. 3.

The grain dealer has not reached the end of his resources. He may appeal to the Federal Supervisor, and if still dissatisfied, he may carry up his appeal to the Board of Review in Chicago, whose decision will be final.

The Board's decision will be final because it has been made so by law and because the Board is composed of men qualified by training and experience to decide appeals on their merits. The members rank as top-notchers among the grain experts of the country. Besides that they are backed by the equipment and resources of the Agricultural Department. So far as grain grading goes, they have the last word. One of its most important functions is in establishing uniform grades of inspection in the grain markets of the country, and in stabilizing and determining grades by federal authority.

Any person who is dissatisfied with the grading by a licensed inspector, may call upon a federal supervisor to determine the true grade under the United States Grain Standards Act. The appeal is taken in the form of a complaint or stipulation filed in the office of the federal supervisor. It must be taken before the close of business of the second day after the day of inspection or reinspection. The grain in question must not have left the place where inspected, nor lost its identity. The time for taking an appeal may be extended by the supervisor if necessary. Rules are in force by which the appellant at a distance from the supervisor's office will not be handicapped. The appellant deposits \$3 per car, which will be returned to him if his appeal should be sustained. If the grading of the inspector is found correct, the deposit will be forfeited.

Without following the procedure in detail, it is enough to say, that if either of the interested parties is not satisfied with the decision of the federal supervisor for the district, he may take an appeal to the Board of Review, who will give his samples a careful examination and pass a final decision.

A concrete example will show the manner in which the authority of the Board is being made a standard in actual transactions on a large scale.

A Toledo milling company bought 50,000 bus. of No. 1 hard winter wheat from a Chicago commission firm, stipulating in its contract that all cars are to be subject to federal appeal. The cars are loaded by the Chicago commission firm and inspected by a licensed inspector as No. 1 hard winter wheat. The commission firm, acting as agent for the milling company, file an appeal for each car, with the fee of \$3, with the federal supervisor, who samples the grain in each car and issues a federal certificate of grade. This certificate is final, unless either party should become dissatisfied, when he may ask for a Board appeal, which would be his last resort.

In the period from March 3 to Oct. 11, 6075 appeals had been handled in the various offices of the organization. It is estimated that 1,000 appeals have been heard since these figures were compiled. Between March 3 and October 25, the Board of Review had received and examined 10,372 samples of grain.

Its quarters are not only an office but a laboratory as well. Glass cases contain samples of probably every commercial variety of wheat known in the country. In some of the cases are samples of wheat kernels showing the defects to which the grain is subject—heat-damaged, sprouted, blighted and immature, scabby wheat, frosted wheat, black tip fungus-wheat and weevil-bored wheat. Nobody would imagine the health of wheat is so delicate, until he sees the exhibit. The Board, too, has devices of every kind, scales, instruments for testing moisture and everything required to verify the grades established by the department.

Officers of the District Supervision service and their addresses follow:

#### Offices of Federal Grain Supervision.

Atlanta, Ga., K. B. Seeds.  
Baltimore, Md., Harold Anderson.  
Boston, Mass., Fred L. Wallace.  
Buffalo, New York, John T. Cavanagh.  
Cairo, Ill., John Quincy Adams.  
Chicago, Ill., General Field Headquarters, R. T. Miles (Acting in Charge). District Supervisor's Office, W. P. Carroll.  
Cincinnati, O., William L. Ingles (Acting in Charge).  
Cleveland, O., Harry F. Prue.  
Denver, Colo., Ephraim A. Hill.  
Detroit, Mich., Ralph W. Taylor.  
Duluth, Minn., P. J. Brittain.  
Fort Worth, Tex., Harvey C. Adams.  
Galveston, Tex., Herbert L. Binkley.  
Indianapolis, Ind., Harry A. Rhoades.  
Kansas City, Mo., Joshua M. Chilton.  
Louisville, Ky., James W. Wesson.  
Memphis, Tenn., Ed. Keiser.  
Milwaukee, Wis., William H. McDonald.  
Minneapolis, Minn., R. C. Miller.  
Nashville, Tenn., R. C. Mill.  
New Orleans, La., Robert R. Saunders.  
New York, New York, Laurel Duval.  
Oklahoma City, Okla., George F. Binderlin.  
Omaha, Neb., Walter Fowler.  
Peoria, Ill., Charles F. Standing.  
Philadelphia, Pa., Geo. A. Stuart.  
Portland, Ore., George K. Landers.  
Salt Lake City, Utah, Walter J. Morgan.  
San Francisco, Cal., James F. MacKenzie.  
Seattle, Wash., B. W. Whitlock.  
Sioux City, Iowa, R. C. Wright.  
Spokane, Wash., William H. Shea.  
St. Joseph, Mo. (Sub-station Kansas City), James P. Stanfield.  
St. Louis, Mo., Charles B. Barron.  
Tacoma, Wash. (Correspondence thru Seattle office), R. W. Skelton.  
Toledo, Ohio, C. L. Cannon.  
Wichita, Kan., Robert D. Jarboe.

Members of the Board of Review on whom so great responsibility rests are Oscar F. Phillips, chairman; William J. O'Laughlin, J. H.



John Sheedy of the Federal Board of Review, Chicago.



Edwards and John Sheedy, of whom Mr. Sheedy is the latest to be appointed.

Mr. Phillips is a native of Indiana, where he was born in the Centennial year. He served in the Spanish-American War with Company C, 158th Ind. Vol. He joined the Minnesota grain inspection department at Minneapolis in 1904, where he remained twelve years. He was appointed assistant supervisor of the bureau of markets at Washington in January, 1917. He came with the board of review from Washington to Chicago.

Mr. O'Laughlin's first grain experience was as a boy with his father in transporting grain by canal from Buffalo to New York, and in lightering grain in New York harbor. He was a grain inspector for the Buffalo Corn Exchange in 1906-07 and in 1908 was appointed to the place of grain supervisor in the Bureau of Markets.

Mr. Edwards was born on a farm in Minnesota in 1867. In 1892 he was appointed a grain sampler for the Minnesota inspection department at Minneapolis. Later he was appointed a deputy inspector and served at New Ulm and at Duluth. He became a grain supervisor with the Bureau of Markets in 1917 at Washington and came to Chicago when the Board of Review was transferred here.

Mr. Sheedy, the latest appointee, is a native of Missouri. After being brought up on a farm near Springfield, he entered the grain inspection service in Kansas City in 1905. In December, 1916, he entered the federal supervisor's office at Wichita. He was transferred to Omaha and in June, 1919, he came to Chicago as one of the members of the Board of Review.

Occupying the same suite of offices with the Board of Review and closely associated with them is H. J. Besley, in charge of field headquarters of the Bureau of Markets in Chicago. He is a native of Waukegan, Ill., and was graduated from the University of Wisconsin in 1908. He was at the South Dakota Agricultural College until 1910. Later the same year he was appointed assistant in grain standardization, and in December, 1916, as grain supervisor. He is a specialist in corn.

Occupying a position of interlocking responsibility is R. T. Miles, in charge of inspection efficiency, whose duties are to check up on the operations of the supervisors' offices and to keep them in touch with what is happening in the Chicago office. He is a graduate of the University of Illinois, from the chemistry department. He became manager of an elevator at Fisher, Ill. From there he went to the Illinois grain inspection depart-

ment. He was Chief Grain Inspector at Galveston, Tex., 1914-16; appointed as a supervisor of grain inspection, bureau of markets, Washington, Dec. 1, 1916. He was a division supervisor at Kansas City from July 1, 1918, to Feb. 1, 1919.

## Wheat Embargoes Will End Dec. 15.

Julius H. Barnes, United States Wheat Director, announces that, effective on Dec. 15, 1919, the export and import embargoes on wheat and wheat flour will be eliminated.

President Wilson in Washington today signed a proclamation completely terminating the embargo control which has been in effect for over two years, first under the War Trade Board and then under the legislation of the Wheat Guaranty Bill, latterly maintained by the Wheat Director.

This embargo was one of the first steps taken by the War Trade Board more than two years ago to protect the supplies of wheat and wheat flour for the Allies.

Discussing the lifting of the embargo Mr. Barnes said last night:

"This is one step in the necessary reconstruction of trade facilities broken by the war, which must function when the Grain Corporation terminates its three year's work. While ocean transport conditions and also disorganized international finance will probably prevent free trading between merchants of the various countries for some time, it is expected that, step by step, international trade may be reknit in the usual channels. Until this is fully accomplished, the Grain Corporation will continue to sell from its stocks of wheat and wheat flour the foreign trade that is not supplied under private business initiative.

"This release of embargo also permits Canadian wheat and wheat flour to enter American markets free of duty under rulings of the Custom service. It is expected that this will greatly enlarge the United States' supply of spring wheat flours which are favorites in the baking trade and which, because of the partial crop failure in the Northwest this year, have been relatively in light supply."

The Wheat Director also stated that the sales of the Grain Corporation from its accumulated stocks, largely in western markets to American mills, under its advertised offer effective Nov. 20, have amounted to about thirty million bushels. Mr. Barnes added that in his opinion, the mills in all sections are now amply supplied with wheat, though some particular qualities of wheat are relatively in light supply.

## The Preparation of Shortage Claims.

BY OWEN L. COON.

A claim should be filed on every car which at destination shows a shortage over loading weights, regardless of whether the car condition report shows a defect in either equipment or seal record. Where the shortage is less than 500 pounds and the car arrived in apparent good order and under proper seal protection at destination, I would not advise filing claim. In all probability it can then be attributed only to scale variation, and would be uncollectible. Such claims delay the efficient handling of the larger and better founded claims. But where the shortage is over 500 pounds, the claim should be filed.

If it is on a clear record car, the claim department under orders of the Railroad Administration will refuse it. The Chicago, Milwaukee & St. Paul Ry. Co. if approached in the proper manner can be persuaded to pay even such claims in accordance with a certain plan which they use in the settlement of claims. The purpose in filing such a claim with the other roads is this. The legality of such a practice I am testing out in a number of suits against different carriers. If held to be valid claims, as I think will be the case, a precedent will be furnished for the payment of your claims. But if they have not been presented within the time limit stipulated in the bill of lading, your rights may then have become outlawed. Do not continue to file such claims merely because they have been refused to date. A suit which I have just started for the Farmers Elevator Co. of Plainfield, Iowa, the J. S. Coon Grain Co., Rantoul, Ill., L. M. Walker, Ridgeville, Ill. and others are those which will test out the legality of the refusal of such claims under federal control.

I advise making the deduction of one-eighth of one per cent for natural shrinkage as provided in Railroad Administration Order No. 57 A. If it is not made, your claim will be held up and you lose more in interest on the money tied up than the amount of such deduction. This deduction should be made when your claim is filed in the beginning. It will save time in the settlement of your claim. This deduction is figured by subtracting from the amount of your shortage, one-eighth of one per cent of your loading weight.

Every claim should be supported by the destination paid freight bill. Your receiver or buyer has either the original or copy of this document. If he does not return it in the first instance, he should be asked for it and the claim not filed until it is received. If he sends back a copy instead of the original, a bond of indemnity should be executed to cover the non-presentation of the original. The railroad must have the information which this freight bill discloses to make its investigation, where the car goes over more than one railroad. Many claims are held up and not settled in a reasonable time because the carrier must hunt around to obtain such a freight bill when the shipper can eliminate all such delay by obtaining in every instance such document from either his receiver or the buyer. Either the original or a copy of the document can always be obtained from that source.

I find that many elevators shipping to Omaha, St. Louis, or Nashville, Tenn., wonder why their claims are refused on cars which have a car condition report showing a leak at destination. This is because the "hammer test" is used by car inspectors in those markets to determine whether leaks exist. By the "hammer test," is meant using a rubber hammer and tapping at the different points of the car to see if grain leaks out. The railroads do not accept such a test in many cases and use it as an excuse for evading the payment of the claim. If they are approached personally and in the right manner I have found that such difficulty can often be overcome.

Three Members of the Federal Board of Review.



William J. O'Laughlin,

Oscar F. Phillips, Chairman.

J. H. Edwards.



# Country Elevator Accounting--III

By C. A. Lovell

All that has been said regarding the recording of wagon lot receipts by the independent dealer applies with equal force to the consideration of this element in country elevator accounting from the standpoint of the farmers elevator. However, the manager of the farmers elevator is confronted with at least one necessity that does not concern the independent dealer.

The recording of wagon lot receipts by the independent dealer was explained in the second article of this series, which appeared on pages 854-855 of the Journal for Nov. 10.

## The Farmers Elevator.

It is desirable that the manager of the farmers elevator know the extent of his dealings with each of his patrons; and for the co-operative elevator which pro rates its profits to stockholders on the basis of the patronage furnished by each, it is necessary that this information be obtainable.

The making of the original entry, the posting to other books and to stock accounts and the settlement with the farmer need not differ in the case of the independent dealer or the farmers elevator. Good accounting practice will dictate that these elements do not vary, for it is just as essential that the same general information be available whether the business is conducted by an individual, by a corporation or by a co-operative organization.

The patronage of individuals may be learned by a consultation of individual ledger accounts if the postings to these accounts be made sufficiently explicit. To accomplish this, each entry on the ledger account must show the kind of grain sold to the elevator and the kind of commodity purchased. If the profits are prorated on the basis of the amount of business in dollars and cents it will not be necessary to record the quantities in the ledger account, altho that would still be desirable; but if the division of profits is on the basis of quantities these must be shown in the patronage record.

The ledger account can be made to do all of these things quite well if each entry gives the following information:

Date.

Commodity Purchased (or Sold).

Quantity.

Amount of Dollars and Cents.

A separate patronage record has been found desirable by many managers who prefer not to burden their ledger with the information needed for determining each shareholder's pro rata portion of the profits. In this case the record should be made each day in a bound or loose

leaf book ruled for the purpose. This should be indexed to facilitate the finding of accounts; each stockholder should be given a separate page; and each commodity should be recorded separately.

A suggested form of patronage register page is reproduced herewith.

### The Line House Station.

This class of dealers find their work of recording wagon lot receipts much simpler than that of the independent dealer or the farmers elevator manager. The line house agent does not need to know much about the bank account and he is not concerned with patronage accounts or with so many postings.

His problem is simply to record the receipts as the wagons are weighed, to issue checks to the farmers and to report the transactions to his home office. Usually the method of procedure is closely outlined by the company for which he works, and only infrequently does he have anything to do with the accounting system adopted.

THREE GENERAL DIVISIONS of station accounting are in general use. One of these comprises the use of a combined tripling ticket and check system with which the agent makes out the farmer's ticket and his check for each load, the report to the home office, and the station record at one operation.

Another gives the station agent more latitude and permits him to make out tickets and then to transcribe the information from them to a form of report that goes direct to the office. In many cases he attaches to this report the triplicate copies of his tickets from which the bookkeeper at headquarters can readily detect the reason for any errors that may appear on his report.

The third system requires the agent to make out the tickets as the wagon loads are received; to write checks for the value of the grain purchased from each farmer, using his discretion about making a check for each load or combining several loads into a single check; and then to report the checks themselves and not the tickets.

The third system is preferred by many excellent accountants who have had experience with it; and while it may be said that every system of bookkeeping for line house stations has its advantages and its disadvantages, it is believed that this method is preferable to either of the others outlined.

In carrying out the details of the check reporting system the agent should be furnished with a bound book for recording wagon re-

ceipts; a duplicating ticket book or pads of tickets; a check book; and a pad of report forms. The register of receipts and the ticket can be of any practicable form.

The check book should have its stubs printed to show the gross, tare and net weights for which each check is issued and these should also make provision for showing the kind, grade and test weight of the grain and the price per bushel paid for it. The check itself should then have a place for repeating the information given on the stub. It will thus amount to the printing of two stubs, one of which is an integral part of the check form. The engraving reproduced herewith shows such a check.

The agent should be required to write checks each day for his purchases of that day, and to report the checks by transcribing on the report form the information given on the stub that remains in his possession. By adding the figures in the columns on the report representing gross, tare and net pounds, bushels and dollars and cents; and by adding the corresponding columns on his register of wagon receipts, he can prove his work and detect all mistakes except those made in extending the values of individual loads.

An important portion of the agent's report to his office deals with his stock accounts. He should be provided with blank forms for this purpose, and he should be very careful to place this information correctly on each report. In most cases the manager relies wholly upon the stock figures furnished by his agents in outlining his own policies for each day's business, and an error on the part of the agent may cause the manager serious embarrassment even tho it is detected later by a bookkeeper in the office.

## Federal Inspection Curbed.

Minnesota grain inspectors' decisions on purely intrastate grain inspections may be changed only by appeal to the state board of grain appeals.

Federal grain supervisors may entertain appeals in regard to purely intrastate grain only where the grain is to be bought by the U. S. Grain Corporation, or where the price is so far below the government figure that a claim for the difference may be made.

These, in effect, are opinions of Henry C. Flannery, assistant attorney general of Minnesota and special counsel to the state rail road and warehouse commission. He states that the language of both the Minnesota law and the federal regulations are purely permissive and the appeal is not effective unless taken to the proper tribunal. The opinion was given on the request of Commissioner O. P. B. Jacobson, who says government agents have interfered with state inspectors on purely intrastate business.

# Patronage Register

Name \_\_\_\_\_

[illegible]

Book for Recording Patronage of Customers.



## Care and Use of Automatic Scales.

BY J. B. SOWA, SCALE INSPECTOR ILLINOIS GRAIN DEALERS ASS'N.

If every user of "Automatic Scales" was aware of the fact that they simply OPERATE automatically but DO NOT WEIGH automatically, he would be near the solution of his weighing problems.

In making inspections and tests of such scales that are not weighing correctly, we find in a majority of the cases that the trouble lies, not with the scale itself but in the installation or operation.

Although the different makes of automatic scales differ in mechanical construction and arrangement, yet they are all built to do the same work and all operate on the same principle. Therefore any instruction or suggestion in this article will apply to your Automatic scale, irrespective of make or capacity.

To be able to operate and adjust your scale intelligently you must be familiar with the working parts of the scale and their function. You must also understand what takes place during a complete operation of the scale and see wherein the scale does not weigh automatically.

Every scale consists of a frame to support the main lever and the upper or inlet hopper. The center pivots of the lever rest in bearings attached to the frame, the grain hopper and the weight box or weight arm are suspended from the end pivots of this lever. This lever must maintain its equilibrium. That is, if it be an even lever, the weight of the empty grain hopper must equal the weight of the empty weight box.

The inlet hopper is provided with a gate which automatically opens when the grain hopper or discharge gate closes after discharging a draft, and closes when there is sufficient grain in the hopper to allow the hopper to travel downward and lift the weights and the weight box.

In operation therefore it is necessary to disturb the equilibrium of the main lever before any automatic action can take place.

When the hopper travels downward the discharge gate is opened and a counter registers the discharge.

All scales are provided with a compensating lever or beam with weight. Some of these levers are blank and can be lifted from the scale to balance the scale empty. Others are graduated, usually with a mark in the center and graduations in opposite directions. The weight or poise must be at the 0 mark when balancing the scale empty.

TO OPERATE: See that the weight box and grain hopper are both empty and clean and that all parts attached to either are clear of any part of the frame. Remove compensating lever, or in case it be attached set the poise at 0.

Clean the center bearings of the main lever and if the lever does not come to a balance position, remove from or add to weight (nails

or bolts, etc.) to the weight box. The lever must move freely at a balance position; if it does not, find out where the binding condition exists.

OPEN INLET GATE and feed grain to the scale at the same rate of speed you will feed during the entire loading of a car. Make a complete weighing but do not allow the scale to discharge.

You will observe that when approximately ninety or ninety-five per cent of the required amount of grain is in the hopper, the inlet gate closes partially and the weighing is finished through a smaller opening or dribble. When the weighing is finished you will find that the hopper is heavy and stands down, which condition exists for the following reasons:

The inlet gate cannot be closed automatically until the hopper travels downward, since there must be a movement to bring about the automatic action. This movement cannot take place until there is sufficient grain at rest in the hopper to lift the weights in the weight box.

As the inlet gate closes there is a column of grain suspended in the air on its way to the hopper, and it is in this column of grain (called the dribble) which makes the weighing heavy.

THE COMPENSATING LEVER is provided to take care of this overage, and when the weight is properly set, the pressure it exerts on the hopper is equal to the weight of the dribble. The adjustment is simple when you have the principle in mind, namely, if the hopper is heavy (stands down) move the compensating weight in the direction of the hopper for the next draft. If the hopper stands up move the weight in the direction of the weight box. Make several test weighings until you have set the weight in such a position that when the weighing is finished the main lever is in balance, the same as when the scale is balanced empty. Since the dribble is virtually measured instead of weighed it is imperative that the measuring of the stream at the time of the cut-off should not vary during the loading of a car.

To insure such condition feed the grain to the scale at such a rate that the grain will accumulate in the upper hopper and insure a full stream when the inlet gate closes down to the dribble position.

Do not allow grain coming from the head spout to strike the inlet gate or brushes, but insert baffle plates or boards in upper hopper. Place these in such a position that they will break the force of the falling grain and insure an even pressure over the dribble opening irrespective of the amount of grain accumulated in the upper hopper.

Build the upper hopper large enough to hold at least two drafts of the scale.

WORK SCALE TO ITS FULLEST capacity on all kinds of grain, thereby cutting down the number of drafts required to load the car, as much as possible.

Make sure that the hopper brushes are in

good condition and that they do not leak grain when the gates are in a closed position.

Keep center bearings clean. They will become jammed with dirt, destroying the sensibility of the main lever.

Take all counter readings from the counter attached directly to the scale. When scales are set in the cupalo it is often the practice to use an auxiliary counter placed on the working floor. It is poor practice to use such counter in determining the loaded weight. They are usually connected to the scale with about forty feet of wire or chain run over several pulleys, and owing to the twisting and settling of the house cannot be kept in order.

When weighing the heavier grain you may find that even after moving the compensating weight to its limit, you cannot exert enough pressure to the hopper to foot the weight of the dribble. If this condition arises, diminish the size of the dribble stream by closing the dribble opening.

When weighing oats or light, chaffy grain operate scales with the dribble as wide open as possible.

Do not merely change the adjustment of the compensating weight when changing from one kind of grain to another. Check the adjustment on every car.

Since the loading of a car requires from 250 to 300 drafts of the average scale, you can readily see what it means to be off even one pound on this adjustment.

## Esch Bill Passes House.

The House of Representatives has passed the Esch bill providing for conduct of the railroads after return to private ownership. It contains provisions for voluntary conciliation between employers and employees and eliminates the compulsory arbitration feature, to which labor organizations had objected.

The bill provides capital and insures the financial future of the railroad after the ending of federal control; creates machinery for the voluntary conciliation of labor, and extends government authority over rail transportation by increasing the powers of the Interstate Commerce Commission. Federal control would end with the end of the month in which the bill is passed. Government five-year loans may be obtained by the railroads within 26 months after the ending of federal control and \$250,000,000 is made available for this purpose.

MILLERS wanting any Toledo wheat from the grain corporation must pay around \$2.39½ for No. 1 red. The price looks high and we hear of no requisitions yet.—J. F. Zahm & Co.

WINNIPEG, MAN., Nov. 21.—The flax estimate for Manitoba, Saskatchewan and Alberta is: Acreage, 1,000,000; yield, 7 bus. per acre, or 7,000,000 bus. Inspection of flax to date is 601,000 bus.; in store at country points, 2,227,000 bus.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

|                      |                       |                                    |
|----------------------|-----------------------|------------------------------------|
| No. _____ 191        | No. _____             | No. _____                          |
| Station _____        | Station _____         |                                    |
| Bought of _____      | Bought of _____       | Jonesville _____ 191               |
| Kind of Grain _____  | Kind of Grain _____   | Pay to the order of _____ \$ _____ |
| Gross _____          | Gross _____           | _____ Dollars                      |
| Tare _____           | Tare _____            | To Bank of Jonesville              |
| Net _____            | Net _____             | JONES GRAIN COMPANY                |
| Dockage % Lbs. _____ | Dockage % Lbs. _____  | Jonesville _____                   |
| Net Lbs. _____       | Net Lbs. _____        | By _____                           |
| Net Bus. _____       | Net Bus. _____        | Agent _____                        |
| Price Amt. \$ _____  | Price c Amt. \$ _____ |                                    |

Combination Check and Scale Ticket for Recording Purchases and Settlements with Farmers.  
[See facing page.]



Seeds

PLEASANT HILL, ILL.—Ehmore & Lemmon have built a new seed warehouse.

UNIONDALE, IND.—The Miller & Brickley Grain Co. is building a new seed room and warehouse.

THE AMERICAN MUTUAL SEED Co., Chicago, Ill., has registered the word "Pinnacle" for use on seeds.

THE ANNUAL CONVENTION of the American Seed Trade Ass'n will be held at Milwaukee on June 22, 23 and 24.

THE DELTA SEED & FEED Co. has opened a store at Yuma, Ariz., and will specialize in alfalfa and Bermuda grass seeds.

THE GREATEST DAMAGE done to clover seed by the clover seed chalcid in a Minnesota experiment station test was 39 per cent.

THE SIMMONS MILLING Co., Cincinnati, O., has registered "Simco" as its trade mark. It is to be used on stock and poultry feeds.

FLAHERTY & URBANOWSKI Co., of Peru, has registered the word "Hemlock" in the patent office as a name for their field and garden seeds.

THE KIMBROUGH-MITCHELL SEED Co. has acquired two buildings in Meridian, Miss., which will be used to furnish needed space for the company's business.

CALIFORNIA Bean Growers, with a membership of 1,500, have moved their headquarters to San Francisco, according to the statement of J. M. Bigger, a director.

THE ILLINOIS clover seed crop was harvested from only 66 per cent of the normal acreage; sorghum for grain from 76 per cent; field peas for grain from 68 per cent.

LOUISVILLE, KY.—The Emery-Scott Seed Co. has been organized with a capital stock of \$10,000. Incorporators are Wm. H. Scott, Chas. M. Scott and Raymond C. Emery. They will conduct a general mercantile business.

THE NEW seed testing laboratory of the Toledo Produce Exchange has been established in the Second National Bank building. J. E. Benedict, formerly expert with the commercial seed laboratory at Washington, will be in charge.

ILLINOIS BUCKWHEAT FIELDS yielded an estimated average of 18 bus. per acre and the forecast is for a total of 72,000 bus. of fairly good quality. This compares with 71,000 bus. in 1918 and 76,000 bus. in 1917, as reported by the State Board of Agriculture.

JEFFERSON CITY, Mo., Nov. 10.—The clover seed acreage is only 65% of the usual acreage; the yield is 1.7 bus. per acre, or 72% of normal. More orchard grass is being grown than usual; the soy bean yield is 14 bus. per acre.—E. A. Logan and Jewell Mayes, U. S. Buro of Crop Estimates and State Board of Agriculture.

THE ZEMESTVO of Northern Russia, it is reported, has sent buyers into Siberia and entered into an agreement with Mr. Antonoff, supply agent of the Archangel government, for the purchase and shipment of 5,000 tons of barley for seed. Attempts also will be made to import seeds from Sweden, Denmark and Canada.

MICHEL CHEROT, Paris, France, has established a commission agency at Rue Berger No. 49 and will sell and purchase grains and seeds. He has been in the commercial grain and seed business for 10 years and has had a wide experience in this line. Mr. Cherot is devoting his attention chiefly to the import and export of clover and grass seeds. Previous to entering business on his own account he was manager of a well known seed firm of France.

WHAT IS SAID to be the most valuable carload of grain ever marketed in Winnipeg was sold recently by C. H. Thornton and N. Nelson to the British government. It contained 1,984 bus. at \$4.26 per bu., and brought \$8,332. This lot of flax was grown by Mr. Thornton on a tract of 320 acres, which averaged 12 bus. to the acre.

THE NEBRASKA SEED Co., of Omaha, Neb., has begun two important improvements. One is a three story addition to the present warehouse. The other is the purchase of an adjoining building, which will be moved away and an eight-story warehouse, reinforced concrete, 66x132 feet in size, with offices on the top floor, will be erected in its place.

RESULTS OF TESTS of Minnesota seed corn at the U. S. agricultural sub-station at Puyallup, Wash., for six years lead to the conclusion that seed corn produced north of the forty-fifth parallel in South Dakota, Minnesota or Wisconsin is worthy of extensive trial, while that from regions having a long, hot growing season is not considered suitable for western Washington.

OKLAHOMA CITY.—The State Seed Co., of this city, has consolidated its interests with the Ferguson Seed Farms, of Sherman, Tex. J. F. Hickey, pres. and mgr. of the State Seed Co., will take the active management of the seed farm at Sherman. C. W. Offutt, a seedsman of many years' experience, will be in charge of the Oklahoma City office of the company.

THIRTY DOLLAR seed may prove the pivotal price of the year. Not go much in under or much above. May discount the world's shortage. Spring developments will be watched closely. Some will anticipate long before that, and others will wait and pay the price no matter how high. Some bulls can't figure why the seed does not come here if in the country and avoid the risks which go with high prices. Others think that competitive markets have outbid Toledo and are getting the seed.—J. F. Zahm & Co.

ATTEMPTING TO SOLVE the problem of leaving clover on the ground for fertilizing purposes and still saving the seed, G. P. Ludeke built a machine for harvesting and threshing clover seed from the standing stalk. Mr. Ludeke is manager of the Diller farms in Sangamon and Logan counties, Ill. The clover heads are gathered and beaten, the seed falling into conveyors, leaving the stalks on the ground. It is operated by two men and four horses. Its inventor claims it saved its cost of \$400 in three days. The Diller farms comprise 4,500 acres and are worked by twenty tenants.

OKLAHOMA CITY, OKLA.—The average yield of the grain sorghums was not so large this year as in 1915, yet several bushels greater than the five year average. The best yields are reported in the southwest district. All districts harvested a smaller acreage than in usual years, due largely to the increase in wheat sown, the late spring and continued rains at the time of planting. The acreage of sorghums raised for forage is also smaller this year than usual, yet reports indicate an ample supply for use of livestock this winter. The yield has been good.—State Board of Agriculture and U. S. Bureau of Crop Estimates.

THE CLOVER SEED crop of Tennessee is very short, both in acreage and in yield. A fair crop of crimson clover seed was saved, but red and others are very short, the season being wholly unfavorable. Buckwheat, about 1,000 acres, grown chiefly in Johnston county in the extreme northeast part of the state, is about an average in yield and quality, while on account of an unfavorable spring, wheat and barley are light in weight. Following is an estimate of yield and acreage: Clover seed, yield per acre, 1.6 bu., acreage harvested 70 per cent; cow peas, per cent of normal yield for grain, 66 per cent; for forage, 80 per cent.—G. L. Morris, U. S. field agent, Bureau of Crop Estimates.

TOLEDO, O.—Our clover seed crop is the smallest in late years. Europe is also shy. Our carry-over was extremely light. Europe had a fair carry-over, but it is now mostly in this country. They are not offering much new seed in spite of our tempting prices and the weakness in foreign exchange. How much has been discounted in the price? Most buyers are waiting. Stock here is about 10,000 bags against 12,000 last year when it was below an average.—C. A. King & Co.

A TEST OF SUDAN GRASS in an Ohio experiment station showed in a three-year series that the most profitable rate for seeding was 15 pounds per acre, drilled in rows 8 inches apart, giving a yield of 2.96 tons of hay per acre. Yields of seed are reported at 10 to 30 bu. per acre. A comparison of Sudan grass with its principal competitors, German millet and early Amber sorghum resulted in yields of 3.7, 3.7 and 8.3 tons per acre respectively.

SUNFLOWER SEEDS would appear to be an insignificant article of commerce, but according to reports, the sunflower seed trade amounts to a large aggregate in the course of a year. Their principal use is for chicken feed and parrot feed. One of the sources of supply is Russia and Siberia, whence they are not only exported, but used as human food. According to seed experts, the peasants of Russia and Siberia regard them as a delicacy and eat them as we do nuts at home, becoming very skillful in cracking the seeds with their teeth as they eat them.

From the Seed Trade.

BICKNELL, IND.—The clover seed crop is very short, and practically all will be used for home seeding. Timothy acreage is above the average and looking fine.—O. L. Barr Grain Co.

CULVER CITY, IND.—No seeds are raised around here to speak of, except clover, and there will not be enough clover in the neighborhood to supply the demand.—Culver City Grain & Coal Co.

FT. WAYNE, IND.—Both medium and mammoth clover and alsike were a very short crop in our territory. We doubt whether we shall have sufficient seed to take care of the regular demand. The only seed left in the territory is held by the larger dealers. Being large dealers, we have a surplus of medium, mammoth and alsike clover; also timothy seed.—Kraus & Apfelbaum.

TOLEDO, O.—Clover seed at \$30.00 is two-sided. Future price depends largely upon imports. It is difficult to get a line on them. Imports to date are all old seed. New York reported only 650 bags in this week, while Baltimore exported 270 bags. New crops in Europe not large, but mostly of better quality. Decline in foreign exchange makes our prices attractive to them. Longs may get tired before trade is ready to buy. Domestic crop very short, and with lack of reserves from last year, liberal importations is all that has kept clover from reaching higher levels. Shipments from here this week are larger than receipts. Larger receipts are expected next month to apply on December contracts.—Southworth & Co.

Imports and Exports of Seeds.

September imports and exports of seeds compared with September, 1918, and for the nine months ending September, 1919, are reported by the Buro of Foreign and Domestic Commerce as follows:

|                      | IMPORTS.  |           | 8 mos. ending Sept. |            |
|----------------------|-----------|-----------|---------------------|------------|
|                      | 1919.     | 1918      | 1919.               | 1918.      |
| Flaxseed, bus.       | 1,938,481 | 1,103,499 | 8,946,797           | 11,598,774 |
| Cash beans, bus.     | 72,936    | 4,307     | 793,399             | 560,968    |
| Red clover, lbs.     | 1,789,467 | 3,151     | 880,716             | 4,018,827  |
| Other clov., lbs.    | 3,696,811 | 1,026,688 | 11,480,932          | 5,667,038  |
| Other grs. seed      | 2,204,816 | 317,302   | 7,732,888           | 4,869,910  |
| Sugar beet, lbs.     | 1,795,909 | 217,630   | 2,687,977           | 4,128,393  |
| EXPORTS.             |           |           |                     |            |
| Flaxseed, bus.       | .....     | .....     | 11                  | 851        |
| Clover seed, lbs.    | 82,154    | 167,830   | 5,779,394           | 4,311,378  |
| Oth. grs. sds., lbs. | 315,432   | 57,202    | 1,901,182           | 2,762,785  |



CAMP POINT, ILL.—Prospects for clover seed next year are very good, with a large acreage. The same applies to alsike, timothy and bluegrass. The acreage of wheat is smaller than usual, but it is looking fine. Clover seed is nearly all hulled and farmers are holding considerable.—Wm. Vollbracht Co.

PARIS, FRANCE, Oct. 3.—Our market for red clover, crimson clover and alfalfa is very quiet because of high prices, uncertainty in regard to the new crop and the rate of exchange. The high rate of the dollar and the English pound allows us to sell for export. If the exchange declines, we are at a loss to know if our quotations will be suitable to allow us to go on with exporting; very few of the large dealers prefer to wait unless they make up their mind to buy or sell for speculating. According to reports, our red clover crop should turn out to be as good as the average. Alfalfa is very scarce, which fact makes our market very excited. Crimson clover should go up; the very fine qualities of the beginning of the season have gone and it seems that there is not so much stock left.—Michel Cherot.

## Four Bushels Increase from Dried Seed Corn.

Farmers may expect at least four bus. more corn to the acre from seed that is carefully dried out in fall than from seed picked from the crib in the spring, according to agronomists at the Ohio Experiment Station. On the average farm this would amount to an increase of almost \$100 a year.

Tests confirming these results were secured by handling separate lots of seed corn over a number of years, in which practically every method of caring for seed corn was tested, whether good or bad.

Seed corn dried out with artificial heat and stored carefully proved to be superior to that picked from the crib, buried in oats, piled in a heap or left in an unventilated place when drying. The seed from each lot of corn dried under different circumstances is planted each year at the station to find out what the actual yield might be. The artificially dried corn has given 4 bus. more than any other method of curing.



Moffett Studio.  
Charles A. Heath, Chicago, Ill.

## Manchurian Seed Trade.

One big development of the seed trade in recent years is the position taken by Manchuria as a seed producer. According to seed experts Manchuria, up to a few years ago, was an importer of American seeds in considerable quantity. Under the Portsmouth peace treaty of 1905 which terminated the war between Russia and Japan, the Japanese acquired southern Manchuria. Since that time the aggressive and industrious Japs have acclimated and adapted such seeds as wheat, millet, barley and soy beans and have learned methods of production which is making them an important factor in the market.

The acting Japanese consul in Chicago, J. Aneha, says soy beans are being exported to the United States from Manchuria in considerable quantity and are being shipped to Swift & Co., in Chicago. According to the consul, this export trade is entirely in the hands of Mitsui & Co., a firm of great resources. The firm handles grains and seeds, as well as merchandise, acts as exporters and importers and has its own lines of steamships. Consular reports and trade documents give the information that the wonderful development of Manchuria has been brought about by subsidies to a railroad company, which has transformed a primitive country into a scene of industry.

## Court Finds Flaxseed Is Slippery.

It took a learned judge and a session of the U. S. court for the western district of New York to decide a question that any utility man in a northwestern elevator could have answered right off the bat—that flaxseed is slippery stuff—especially when it is scattered on top of the ice on the steel deck of a freight boat.

The slipperiness of flaxseed and the liability of the defendant corporation of boat owners was the point of the whole case. It appears that James Duggan in the course of his duties was walking around the deck of the steamer Joshua Rhodes, carrying a 75-pound tank on his shoulder. James was not an acrobat nor a professional balancer and he was busy enough keeping the tank in position not to notice that the ice on the deck of the boat was sprinkled with patches of flaxseed.

Anybody familiar with the habits of flaxseed knows it is elusive in its nature. Walking around on flaxseed is something like attempting to execute a shimmy dance on a footing of banana peels or soft soap. Hence it came about that James had a fall and fractured his skull. His mother, Mary Duggan, sued the Valley Steamship Co. and in giving a verdict of \$1,000 with costs of \$537 for the libellant, the judge held that in view of the treacherous nature of flaxseed and ice combined the steamer owners did not exercise proper care for the safety of a man carrying a tank. It became liable and hence the verdict.

THE FRENCH GOVERNMENT will continue its purchases of wheat, flour, potatoes and other foodstuffs till Aug. 15, 1920, according to a bill recently passed. In advocating state control, M. Jean Durand made these arguments:

THE STATE-OWNED MILL at Drake, S. D., was run at a loss of \$7,440 during the first month, it is reported. The expenses for the 26 days operation were \$39,512.52 and the value of the production totalled only \$23,079.29.

AUSTRALIA, especially New South Wales, is going through the most devastating drought since its occupation by the white race. Stocks and crops of grain have been destroyed and it is considered doubtful whether there will be enough wheat left for next season's seeding. Settlers by the hundred, and perhaps by the thousand have been ruined. Parts of New South Wales are described as a desert, stripped of every shred of green and littered with the skeletons of cattle.

## Chicago's New Seed Company.

The Continental Seed Co., Chicago's latest seed merchants, has opened offices at 230 S. La Salle St. Originally organized as the U. S. Seed Co., the name has been changed to the Continental Seed Co.

Coming soon after the organization of the company about a month ago, is the announcement of its acquiring warehouse and storage accommodations in the Calumet industrial district of Hammond, Ind. The purchase is of five acres of land improved with buildings having a floor space of 120,000 square feet, the buildings formerly used by the Hammond Packing Co., which will give the Continental Seed Co., ample accommodations for beginning business. The plant is located on the Grand Calumet River and the Indiana Harbor Belt line, with the tracks of the Monon and the Big 4 but a short distance away. Some remodeling will be done and necessary changes made, when the company will be ready for business in the new plant.

The Continental Seed Co. is composed of veterans in the seed trade, who need no lengthy introduction. Its beginning is auspicious in every way. Its officers are: President, Charles A. Heath, for thirty-seven years actively connected with the Albert Dickinson Co.; vice-pres. A. E. Reynolds, of the Crabbs Reynolds Taylor Co., grain and seed merchants, Crawfordsville, Ind.; vice-pres., H. W. Doughten, pres. of H. W. Doughten, Inc., wholesale seeds, New York; sec., Harold A. Abbott, who for twenty-one years was with the Albert Dickinson Co., and who developed its feed business; treas., Arch C. Johnson, for 20 years with the Dickinson organization. Mr. Johnson ranks as a specialist in the seed trade. Connected with the company will be Thos. W. Hunter, seed expert, at one time with the Dickinson Seed Co. Directors of the company are: Chas. A. Heath, A. E. Reynolds, Harold A. Abbott, Arch C. Johnson, H. W. Doughten, G. W. Hales and C. U. Snyder.

The company begins its career with a paid up capital of \$500,000. It promises to be a live wire in the field seed trade.

THE EXCHANGE value of the English pound sterling in New York dropped Nov. 20 to \$3.99½, the lowest on record.



Moffett Studio.  
Harold A. Abbott, Chicago, Ill.



# Annual Meeting Industrial Traffic League

The National Industrial Traffic League held its annual meeting at the Hotel Sherman, Chicago Nov. 12-13 Pres. G. M. Freer of Cincinnati presiding. Some preliminary business was transacted, providing for an amendment, by virtue of which a permanent, paid executive would be employed.

Max Thelen, of Washington, director of public service and accounting: I have some figures here which I think will take just a minute to give and I think they will be of interest in connection with the freight claims. Referring first to the loss and damage claims, the number of these claims unpaid has been reduced from 888,197 on March 1 to 486,492 on September 1: This is a reduction of 400,000 in the number of unsettled claims and amounts to a reduction of 45 per cent. of the total.

Next, as to those unsettled claims over four months old, and I refer now again to loss and damage claims, as distinguished from freight charge claims, the number of these fell from 363,467 on April 1 to 196,642 on September 1, a reduction of 166,811, or 47 per cent. of the whole.

The number of overcharge claims unpaid 90 days old have fallen from 70,215 on Jan. 1st to 14,731 on Sept. 30. In other words, these claims have been cut in five. I just wanted to report that as a result of the campaign that has been instigated by the Director General to get these claims disposed of.

E. F. Lacy, ass't sec'y, read report of R. C. Ross, chairman of the membership com'te, showing: the membership at the last meeting of the League was 536; resigned, 15; dropped on account of non-payment of dues, 1; grand total, 520; new members, 161. Total membership Oct. 31, 1919, 681.

## To Suppress Bribery.

C. E. Childe, traffic bureau, Omaha Chamber of Commerce, read from the report of the legislative com'te:

There are now pending in Congress several bills designed to suppress bribery and other corrupt practices in interstate and foreign commerce, namely, house bill No. 263 by Mr. Sims; senate bill No. 1,024 by Mr. Cummins. Bills are now in the hands of the Interstate Commerce Com'te of the house and senate and will be acted upon after the general railroad legislation is disposed of. The purpose of all three of the bills above mentioned is to forbid the giving of any gratuity or thing of value as an inducement, bribe or reward to influence the action of any employee or agent in relation to the affairs or business of any employer or principal engaged in or affecting interstate commerce, and further forbidding the receiving of such gratuity by any such employee or agent.

The American Bar Ass'n has endorsed the general principles of these bills at the meeting in Boston in September, 1919, without recommending any one in particular in preference to another. The principal interest of the League members in these bills is in the fact that they would suppress the giving of bribes to employees to influence the handling of cars or shipments and would make it unlawful for railroad employees to accept bribes from shippers. Your com'te recommends that the League strongly endorse the general principle of this legislation to the end that the soliciting of bribes by railroad employees and the giving of such bribes by shippers may be effectually done away with and that the Inter-state Commerce Com'te of congress be notified accordingly.

Speaking on the recommendation, Mr. Childe said: The league's interest in this matter is, as far as I know, exclusively with the carriers, the railroads. The American Bar Ass'n has endorsed the general principle of these bills without favoring any one of the three in particular, and I believe it would be well for this league to endorse the principles of the bills to the extent that they would prevent bribery of railroad employees. You all know that it has become more or less of an abuse in certain localities, especially in the bribing of switchmen to handle cars expeditiously, and, in some cases, the switchmen are becoming so used to it that I understand they hold out their hand every time they see a shipper coming.

## Refund of War Tax.

Taking up the subject of the refund of war tax on transportation on export shipments, which was referred to the legislative com'te at the Pittsburgh meeting, Mr. Childe said: "I refer particularly to treasury department 2,928, which modifies the previous requirements as to the forms that must be used, and further provides that the certificates of exportation may be signed by the shipper if he has authority from the shipper to do so.

Now the principal complaint I had received as to the burdensome features of these forms, and the impossibility of using them as a practical matter, was from the American Window Glass Co., and I have a letter here dated Nov. 7 from Mr. Wm. T. Low, general freight agent of the company, stating that these new regulations and the present practice in handling these matters would largely eliminate these complaints. So I have not on record here any specific complaints that the present practices are unworkable.

The complaint remaining is that the treasury department has refused to refund or waive war taxes and export shipments where there is a movement from point of origin on the through rate or the balance of the through rate to the port. The contention was at the Pittsburgh meeting, as I understand it, that since the rate charged was a thru rate from point of origin to the ports, that the war tax should not apply on any part of that thru movement, but the treasury department insists that the movement from the point of to the transit point, or the market, is a domestic movement, and subject to war tax; that the war tax may be waived only from the stopping point in transit to the point.

I think the treasury department is wrong on that and am endeavoring to get a modification of the ruling, but I can't promise you that there is going to be any change whatever. I understand the treasury department is quite set in its views on the subject and I understand further that unless it voluntarily modifies the ruling, there is no recourse. I do not believe that war taxes collected by the government can be recovered by suit, although I may be wrong on that point.

R. D. Sangster, transportation commissioner Board of Trade, Kansas City: "The contention is that this being export traffic it is violation of the constitution of the United States government to place a tax on it, and the question of whether the traffic moves under a thru rate or not is incidental. Now, it seems to me, it is peculiarly the province of the export and import com'te of the League, and also that it is of sufficient importance to have the League's views before the treasury department, although individual markets interested have been unable to make progress so far with Mr. Roper, but I believe that the new export

and import com'te of the League should take this proposition up further with the view to having the war tax lifted from all export traffic, all traffic that is finally exported, and I make that motion.

F. H. Price, New York: I confirm what Mr. Sangster has just said, that it is unconstitutional to tax an export, but in regard to the things I am most familiar with, that is to say, flour and grain, the treasury department has ruled that those shipments of flour and grain which are expressly billed for export on domestic Bs/L for export, and are in fact exported, are nevertheless subject to this tax because those shipments in arriving at the seaboard have been arrested indefinitely for various purposes partly to arrange freight contracts, partly for distribution to relief expeditions or to the allied commissions or other commissions, whatever reason there may be, they assert that the breakage of the transit is a breakage that destroys the export movement.

Yesterday while you were in session, we had a session amongst ourselves and employed counsel to go to Washington next week and lay before the treasury department our views on the question. I think if we heard from the grain men here you would probably have confirmation of what I have just said.

Under advice of our counsel, we are paying these war taxes, because we have to pay, but we are being very careful to pay them under protest and duress, because in a case that was fought out in the Spanish war time it was found that taxes paid on export without protest and under duress were not recoverable, even though they were unjust and should be recoverable. And therefore, if any of you gentlemen here are paying war taxes I should recommend the same to you, that you do so under protest and duress.

## Settlement of Claims.

Mr. Childe submitted a resolution which the chairman of the legislative com'te was instructed by the executive com'te to prepare and submit to the League as follows:

WHEREAS, The railroad administration by circular No. 7 of the director of the division of traffic, dated April 1, 1919, announced that it would submit to the Interstate Commerce Commission for reparation on the informal docket claims growing out of transactions subsequent to Jan. 1, 1918, in the following cases:

- (a) Where there is an error in tariff publication.
- (b) Where the thru charge exceeded the aggregate of intermediate lawfully applicable.
- (c) Where in special instances not covered above a charge was exacted which was manifestly unjust and not fairly in contemplation; and

WHEREAS, It is reported by various members of this organization that the railroad administration is now declining to submit claims on the informal docket, unless it is shown not only that the charges exacted were unreasonable under the conditions defined in circular 7, but also that the claimant has suffered actual pecuniary damage in the prices obtained for the goods equal to the reparation claimed; and,

WHEREAS, Such a proposition is in violation of the settled principle of law a party who has paid excessive charges to a common carrier is entitled to reparation to the basis of a reasonable charge regardless of the amount of profit or loss involved in the commercial transaction concerning the purchase, sale or handling of the property, be it

RESOLVED, That the National Industrial Traffic League, in convention assembled, protests against any rule of the administration requiring submission by claimant in support of reparation claims of any proof of damage other than the charges executed by the railroad administration and paid by the claimant for the transportation of the property were excessive and unreasonable. Be it further

RESOLVED, That copies of this resolution be forwarded by the president to Directors Thelen and Chambers with a request that an immediate announcement of the policy of the railroad administration be made on the subject.

Officers elected were: Pres. W. H. Chandler, manager transportation bureau, Boston Chamber of Commerce; vice-pres. C. E. Childe, traffic bureau, Omaha Chamber of Commerce; treas. O. F. Bell, Chicago.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, and accidents are welcome. Let us hear from you.

## ARKANSAS

Pine Bluff, Ark.—J. M. Huddleston and G. S. Fowlodge have opened a grain brokerage office here.

## CANADA

Three Rivers, Que.—L. N. Jourdain will build an elvtr. to cost \$35,000.

Farnham, Que.—The Farnham Grain Co. has recently been registered.—B.

Craigsmyle, Alta.—The Home Grain Co. has a 20,000-bu. elvtr. now under construction.

Marbleton, Que.—Andrew Barton, grain dealer, suffered a fire loss at his Lime Ridge branch.—B.

Edmonton, Alta.—The Progressive Farmers Grain Co., Ltd., has been incorporated with a capital stock of \$50,000.—B.

Courtney, B. C.—The Royal Standard Grain Products Co. is wrecking its old house and will build a new one on the site.

Peterboro, Ont.—When an elvtr. belt broke, Nov. 10, in the plant of the Quaker Oats Co., one man was injured and one seriously hurt.

Strome, Alta.—Wm. Mohler, mgr. of the Jas. W. Mohler Elvtr. Co., with elvtrs. at Ohaton, Round Hill and this station, has sold the grain business and is no longer interested in the grain trade.

## COLORADO

Sterling, Colo.—We have succeeded Harold W. Eller.—Eller Grain Co.

Sedgwick, Colo.—The Sedgwick Co-operative Elvtr. Co. has purchased a Hall Signaling Distributor for its elvtr.

Otis, Colo.—I have succeeded Carl Peterson as mgr. for the Farmers Elvtr. & Supply Co. here.—Chas. Platt, formerly agt. J. J. Taylor Grain Co. and Speltz Grain Co. at Paoli.

Peetz, Colo.—We expect to build a new 25,000-bu. plant next year to replace the old wood house that was formerly owned by the Colorado Elvtr. & Grain Co.—Peetz Grain Co.

Gill, Colo.—The Gill Farmers Co-operative Produce Co. has succeeded the Gill Trading Co., having bot the elvtr. and warehouse of that company. W. A. Umbarger is now mgr., succeeding J. H. Witwer, former mgr. for the trading company.

Paoli, Colo.—The Crescent Mill & Elvtr. Co., a branch of the Denver Elvtrs., has bot the elvtr. of the J. J. Taylor Grain Co. Jesse Taylor will be mgr., succeeding me. I was formerly mgr. for this elvtr. and also for the Speltz Grain Co.—Chas. Platt, mgr. Otis Farmers Elvtr. & Supply Co., Otis.

## IDAHO

Montpelier, Ida.—Frank Miles has completed his 300,000-bu. concrete elvtr., warehouse and office. It is equipped with 2 non-chokable elvtr. legs, 2 automatic scales, No. 5 Monitor Receiving Separator and controllable wagon dumps.

## ILLINOIS

Seaton, Ill.—The Farmers Grain Co. is installing a new 10-ton auto truck scale in its elvtr.

Lexington, Ill.—I have moved to Bloomington.—J. J. Kemp. Mr. Kemp has an elvtr. at this point.

Glasford, Ill.—The Glasford-Banner Grain Co. has increased its capital stock from \$25,000 to \$37,500.

Tabor, Ill.—The Tabor Co-operative Grain Co. will increase its capital stock from \$20,000 to \$30,000.

Douglas, Ill.—Harley Woolsey has not sold his elvtr. at this station, as has been reported, nor does he intend to do so, but it will be managed thru the Inland Grain Co. of Galesburg, Mr. Woolsey himself being mgr. at Mahomet for Harley Woolsey & Co.

San Jose, Ill.—The Co-operative Grain & Coal Co. will deal in salt in addition to its other products.

Hammond, Ill.—O. J. Bader, of Mendota, Ill., is now mgr. for the Hammond Co-operative Grain Co.

Milledgville, Ill.—S. O. Crom has succeeded O. H. Archibald as mgr. for the Milledgville Elvtr. Co.

Hanna City, Ill.—The Farmers Elvtr. Co. has recently installed a feed grinder, operated by electricity.

Heman (Warrensburg p. o.), Ill.—I am now mgr. for the Heman Farmers Co-operative Co.—L. T. Armstrong.

Douglas, Ill.—We expect to enlarge our elvtr. in the spring, but have made no definite plans.—Wright Roller Mills.

Creston, Ill.—The Farmers Co-operative Co. will build a new elvtr. in the spring to replace the house burned Oct. 21.

Talmadge (Hopkins Park p. o.), Ill.—The recently organized Farmers Elvtr. Co. will soon let contract for a new elvtr.

Sabina (Monarch p. o. name), Ill.—The Sabina Grain & Coal Co. has been improving its elvtr. and it is now in operation.

Blandinsville, Ill.—The Farmers Elvtr. Co. is installing an air blast loader in its elvtr. and will be able to load cars at a rapid rate.

Roanoke, Ill.—R. F. Wrenn has equipped his elvtr. with a Hall Signaling Distributor and the Farmers' Ass'n has installed two of them.

Rantoul, Ill.—John Watson, mgr. for the Farmers Elvtr. Co., has resigned and will go into business with his uncle at Momence.

Earnes, Ill.—Harrison, Ward & Co. have succeeded J. W. Probasco and also myself in the grain and coal business here.—T. J. Hanley.

Blue Mound, Ill.—We will build an elvtr. here in the early spring.—N. K. Hedrick, mgr., Farmers Grain Co. of Blue Mound and Stonington.

Emden, Ill.—I have bot the elvtr. back from C. E. Bowles, which I formerly owned. I am ready for business again.—John H. Hildebrands.

Hughes (Hume p. o.), Ill.—The National Elvtr. Co. is now in possession of the elvtr. it recently bot of Fred Cash. Edwin L. Writesman is mgr.

Eldorado, Ill.—Farmers Mill, Elvtr. & Supply Co. incorporated; capital stock \$50,000; incorporators, A. J. Flson, L. Farmer and T. W. Overton.

Augusta, Ill.—We expect to build a 35,000-bu. concrete elvtr. Our officers are H. F. Denny, pres., and Fred W. Beard, sec'y.—Farmers Co-operative Co.

Andres (Peotone P. O.), Ill.—The Andres & Wilton Farmers Grain & Supply Co. has built a modern brick office 40x41 ft., including a covered driveway.

Edinburg, Ill.—We are building a feed room with bins over same and over driveway, making more room for grain.—M. S. McClintock, mgr. Farmers Grain Co.

Craig, Ill.—Geo. W. Wright has succeeded J. Melvin Ledden as mgr. for Harrison, Ward & Co., Mr. Ledden assuming the management at Kempton for the same company.

Joliet, Ill.—The Joliet Grain Co. has completed its new 18x80x14 warehouse. It is built on a concrete foundation with concrete floors and is covered with galvanized iron siding.

Manteno, Ill.—We have bot out the West Bros. Grain Co. and now own 2 houses here. We also have a concrete elvtr. at Tucker.—P. C. Allen, mgr. Farmers Elvtr. Co. of Manteno.

Meredosia, Ill.—The Farmers Grain Co. has amended its by-laws and everyone will have to pay for any weighing done at the elvtr. for anything not sold to the elvtr. company.

Rochester, Ill.—C. W. Frame, formerly employed by Twist Bros., has bot the 3 elvtrs. of the company located at Breckenridge, Berry and here. Possession will be given Feb. 1, 1920.

Chrisman, Ill.—Oscar Jones is tearing down his elvtr. at Newellton, La., and will ship it to this station, where it will be erected on the site of the elvtr. of the Hartley Elvtr. Co., burned Jan. 30.

Argo, Ill.—The Corn Products Refining Co. has increased its consuming capacity for corn from 60,000 bus. to 75,000 bus. per day. The plant has been closed temporarily on account of the coal strike.

Arenzville, Ill.—I am going to build a 30,000-bu. square concrete elvtr. The plans are now in the hands of Miller, Holbrook, Warren & Co. Work will be started early in the spring.—Chas. Savage, Virginia, Ill.

Owaneco, Ill.—The recently incorporated Farmers Grain Co. has bot the elvtr. of Henry Barrett, paying \$13,500. Mr. Barrett has been in business here for over 37 years, and is the oldest grain dealer in the county.

Cairo, Ill.—This city is in line with several others for the erection of a new home for the Board of Trade. A com'te has been appointed to look into the matter of purchasing a suitable building or securing a site for one.

Symerton, Ill.—The Symerton Grain Co. has been incorporated and is now operating the elvtr. recently bot from the Pierce Carey Co. Officers are Wm. Nugent, pres., Pierce Carey, sec'y, and Ray Baskerville, treas. and mgr.

Shannon, Ill.—I have resigned my position with the Shannon Grain Co. and am on the road for the New Idea Spreader Co. I have been here for 9 years, but believe I will enjoy the change after 17 years in the grain business.—Alfred Cram.

Chandlerville, Ill.—The McFadden Grain Co. recently let contract to S. E. Dyson for the enlargement of its elvtr. and the installation of new equipment which includes new rope drive, 2 legs, dump, conveyors and a 15,000-bu. automatic scale.

Alhambra, Ill.—The new elvtr. of the Alhambra Grain & Feed Co. has been completed and is now in operation. Albert Bayer is mgr. The elvtr. was dedicated with appropriate ceremonies, Nov. 10. It has a capacity of 12,000 bus. and cost \$20,000.

Burbank, Ill.—The Burnside Lumber Co. has bot the elvtr., cribs, scales, feed mill, coal sheds, etc., of the Carlisle Grain & Feed Co., owned and operated by Samuel S. and Geo. W. Carlisle, possession to be given Dec. 1. The entire plant will be overhauled and repaired.

Van Orin, Ill.—The new 20,000-bu. elvtr. of The Farmers Elvtr. & Supply Co. will be 20x26 ft., with a total height, including cupola, of 96 ft. There will be four 4,000-bu. capacity bins on the ground floor and six bins above. A large truck scale is part of the equipment.

New Lenox (R. F. D. 5, Joliet p. o.), Ill.—The appointment of the Joliet National Bank as receiver was for Willis Morris individually and not for the New Lenox Grain Co., the business of which is being continued by A. C. Minger as mgr. The last heard of Mr. Morris, he was in California.

Newman, Ill.—The Newman Grain Co. will hereafter be known as the Elvis Weathers Grain Co., assuming all assets and liabilities. The business will be conducted by the same management in the future as in the past.—Elvis Weathers Grain Co., by Elvis Weathers and Frank Jones.

Mansfield, Ill.—The office of the Farmers Elvtr. Co. was entered by thieves, Nov. 11, and a metal filing case containing about \$30 in cash, checks and valuable papers was taken. The box was later found on the other side of the town. It contained most of the papers, but the checks and money were gone.

Exline, Ill.—Arthur Lambert did not buy an elvtr. from A. Z. Hoag, as has been reported. He bot only the store. We have owned the Hoag Elvtr. ourselves since last April. Our officers are B. Fraser, pres.; L. E. Surprenant, vice-pres.; and H. O. Marcotte, sec'y-treas.—R. L. Jarvis, mgr. Farmers Elvtr. Co.

Cullom, Ill.—The recently incorporated Cullom Co-operative Grain Co. has bot the elvtr. and lumber yards of Shearer & Shearer and the elvtr. of M. R. Meents & Son, paying \$26,500 for the two places. Possession will be given Dec. 1 or as soon as the elvtrs. are emptied. The company will use one elvtr. for corn and the other for oats, both houses having the same mgr. Harold Meents, mgr. for Meents & Son, will engage in business with his brother in Clifton. Both L. J. Shearer, senior, and Elmer Shearer, junior, member of Shearer & Shearer, will retire for the present.



Decatur, Ill.—Victor Dewein and myself expect to build a modern transfer elvtr. as soon as we can get the materials on the ground. Transit privileges having lately been allowed here. We will equip the house thruout with up-to-date machinery, including rolls for cracking corn and an oats bleacher.—T. E. Hamman.

Mt. Carmel, Ill.—It is reported that extensive improvements will be made by the Bernet, Craft & Kauffman Co., on the President Mills. It is also said that the storage capacity of the plant will be increased by a duplicate addition of the 200,000-bu. storage tanks erected in August, 1918. Col. W. L. Lawson is mgr. of the plant.

Pekin, Ill.—The Corn Products Refining Co. will thoroughly overhaul its plants here and at Edgewater, N. J., and will also enlarge their capacity. About \$7,500,000 will be spent in improvements and the plants will then have a consuming capacity of 150,000 bus. corn per day. The plant has been closed temporarily on account of the coal strike.

Barnes, Ill.—We are building a 50,000-bu. concrete elvtr., consisting of 8, 12-ft. tanks with smaller bins in center. We have also under construction a tile stucco office with cover over scales. We will operate with a 25-h. p. Fairbanks-Morse Y Type Engine, Hall Distributor and Richardson Automatic Scales. We expect to have the house complete Jan. 1.—M. H. Kelly, sec'y Barnes Elvtr. Co.

Bulpitt (Kincaid p. o.), Ill.—We have bot the elvtr. of Twist Bros. and operate as the Farmers Grain Co. Our officers are Ed. J. Achenbach, pres.; Andrew Gazell, vice-pres.; and Bruce Shaw, sec'y. We are adding a concrete feed room and will handle all kinds of feed in addition to our grain business.—Clyde McClintick, mgr. Mr. McClintick is mgr. here, not at Kincaid, as has been reported.

Rossville, Ill.—I am remodeling my plant here, building a new 36x48x54 ft. to the square with a cupola 22x48x33 ft. to eaves. Have installed two legs and two dumps, one of them being for auto trucks. In the cupola are a cleaner and a Richardson Scale, while the sheller and motor are in the basement. The old elvtr. on the west side of the addition will be used for ear corn and oats.—B. E. Morgan, B. E. Morgan & Co.

Decatur, Ill.—E. B. Hitchcock, who left the secretaryship of the Illinois Grain Dealers Ass'n early in 1918 to enter the army and was commissioned a captain in the general staff, after his discharge in May, 1919, was later commissioned to the reserve corps of the army for a period of five years, and is now in Italy where he will remain during the winter, returning, if conditions permit, to the states in the spring.

#### CHICAGO NOTES.

G. S. Mann & Co., operators of a small mill and cereal plant, have gone into bankruptcy.

Chas. R. Holter, of the federal grain supervision office, is recovering from a long siege of typhoid fever.

Keelin Bros. & Co. has just completed a 150,000-bu. concrete additior to its elvtr. and will now build a new warehouse to hold 200 cars.

On Nov. 20, a membership in the Board of Trade sold for \$11,050, net to buyer, which is the highest price ever paid for a membership. It is an advance of \$1,000 over the price a week ago.

Wilson F. Henderson, pres. of Lipsey & Co., was suspended by the Board of Trade directors at their meeting Nov. 19. He failed to abide by an award in an arbitration. His company failed over 6 months ago.

The new elvtr. of the J. J. Badenoch Co., consisting of 21 tanks, 17 ft. in diameter and 85 high, is nearing completion. There are 2 belt conveyors above the tanks and 2 below. Folwell-Ahlskog Co. has the contract.

Harry Scull, member of the Board of Trade for many years, who met with an accident last year which necessitated an amputation of one of his legs, was given a hearty welcome on 'change Nov. 13 upon his return. His recovery is an agreeable surprise to his many friends and speaks well for his constitutional vigor.

Jan. 1, Stein, Alstrin & Co. will succeed to the Chicago end of the stock and grain brokerage business now conducted by Block, Maloney & Co. The Chicago firm will be composed of L. Montefiore Stein, who has just been admitted to membership in the New York stock, cotton and produce exchanges, and Frank E. Alstrin as general partners, and Herbert J. Blum as special partner.

Chicago Board of Trade chapter of the American Legion is now being organized. Applications for memberships can be made to Frank M.

Edward H. Morgan, of Louisville, Ky., has been suspended from all privileges of the Board of Trade, by directors, for failure to comply with Sec. 13 of Rule IV, which requires members to produce books or appear and testify when cited.

By a vote of 397 to 110, the members of the Board of Trade defeated the proposition to increase the commission charge for executing orders in future delivery to  $\frac{1}{4}$  per cent per bu. on 5,000-bu. lots and \$3.50 per thousand bus. on smaller lots.

John A. Powers, Jr., has applied for membership in the Board of Trade; W. F. Murphy and J. Wendel have been admitted to membership and the memberships of A. J. Clark, C. M. Rich, W. F. Burrows and E. G. McDougall are posted for transfer.

A proposed change in the rules governing the voting of non-resident members was referred to com'tes by the directors of the Board of Trade at the regular meeting Nov. 19. There was also further consideration of the brokerage rule that was recently voted down.

A large number of the members of the Chicago Board of Trade heard a lecture by Dr. H. H. Brown, of the bureau of chemistry of the Department of Agriculture in the smoking room of the Board the afternoon of Nov. 12 on the subject of dust explosion in mills and elvtrs. The lecture was illustrated with moving pictures and demonstrations.

The regular elvtrs. of Chicago have been found by the Board of Trade com'te to contain the grain called for by the outstanding warehouse receipts. The com'te reports a surplus of 5,792 bus., or six-one-hundredths of one per cent, which is a close approximation, considering that the certificates are issued by weight and the com'te arrived at its results by the yardstick.

Brokers will have to be strictly such, if the members of the Board of Trade adopt an amendment to the rules approved Nov. 18 by the directors, for ballot, defining a broker as one who is in no way interested as partner, stockholder or officer of any firm or corporation engaged in the brokerage or commission business on the Board. The same regulation will prevent a member interested as partner, stockholder or officer from acting as broker. Day and Harlan Canby.

#### PEORIA LETTER.

F. E. Beard is now mgr. for the Murphy Grain Co. in this city.

The Murphy-Grier Co. has increased its capital stock from \$50,000 to \$65,000.

Our head office in this city is in the Board of Trade and our branch office at Springfield in the Booth Building. We will have the Armour Grain Co.'s connections at all leading markets.—Murphy-Grier Co.

Peoria, Ill.—The Corn Belt Elvtr. Co., a recently incorporated company, will build a 500,000-bu. elvtr. in the next few months. The house will cost between \$350,000 to \$500,000 and will be erected on the site of the old Iowa Elvtr., burned Mar. 6, 1916. The company acquired the site some time ago from the American Milling Co. Work will be started early in the spring on the concrete tanks and the whole plant is expected to be completed early in the fall of 1920. The equipment will be of the latest make and the house will be up-to-date in every respect. Officers of the company are: Louis Mueller, pres.; A. W. Dewey, vice-pres.; and Homer Dewey sec'y-treas. Geo. L. Bowman is also interested in the company.

#### INDIANA

Bennetts Switch, Ind.—I have sold my elvtr. at this station.—J. M. Couchner.

Dunkirk, Ind.—We are operating at this station as Shirley Bros.—Shirley Bros.

Lebanon, Ind.—Shirley & Jones are now out of business here.—Shirley Bros., Dunkirk.

Kirkpatrick, Ind.—The Kirkpatrick Grain Co. installed a Hall Signaling Distributor in its elvtr.

Selma, Ind.—The Haller Grain Co. has sold its elvtr. to the Farmers Elvtr. Co.—O. K. Haller, Muncie, Ind.

Connorsville, Ind.—The elvtr. of the Fayette Grain Co. has been completed and has just started operations. The mill of Jas. McCann has been torn down, as Mr. McCann died last year.—John F. Carlos.

Foresman, Ind.—Farmers are organizing a company to build an elvtr.

Ligonier, Ind.—W. A. Jackson has succeeded Kelly Bowles as mgr. for the Farmers Co-operative Elvtr. Co.

Flora, Ind.—We have bot the elvtr. here of Miller & Walker and are now in possession.—McCorkle Bros. & Riley.

Bristol, Ind.—The Bristol Mills have been closed for over a year.—Henry F. Rine, mgr. Bristol Co-operative Ass'n.

Gessie, Ind.—The recently incorporated Gessie Grain Co. has bot the elvtr. of M. L. Hill and will not build as reported.—Guy Lasley, mgr.

Poseyville, Ind.—We are installing new engine, sheller, cleaner, auto scales, manlift and an overhead wagon dump.—P. Reising & Son.

Lafayette, Ind.—The Indiana Corn Growers Ass'n will hold its annual meeting at the state corn show to be held at Purdue University the week of Jan. 12.

Waynetown, Ind.—Waynetown Coal, Lumber & Grain Co., incorporated; capital stock, \$15,000; incorporators, Oliver Schneck, A. E. Bard and James A. Quick.

Aurora, Ind.—The well known Early & Daniel Co., of Cincinnati, O., has taken over the business of Everett McClure, formerly Chas. Curtis & Co., in this city.

Indianapolis, Ind.—I am now in full charge of my elvtr. and am personally on the floor. I shall make a specialty of bulk heads and mixed grains.—Fred Wawter, mgr. Belt Elvtr.

Dunreith, Ind.—I am now mgr. for the Dunreith Elvtr. Co., and will operate it for C. W. Mouch, of New Castle. I was formerly with Hazelrigg & Leaky, of New Lisbon.—Fred Paul.

South Whitley, Ind.—Moses & Louis Mayer have bot the interests of E. E. Gandy and O. Gandy & Co. at this station and at Bippus, Arcola, Denver and Mentone, and in return, E. E. Gandy bot the Mayer elvtr. at Churubusco.

Franklin, Ind.—The Franklin Feed Mills have opened a new plant and are carrying all kinds of mixed feeds, grain and seeds. The equipment includes 30-h. p. motor, feed mill, crusher, etc. S. A. Patterson is a member of the firm.

Millersburg, Ind.—Lyon & Greenleaf, props of Ligonier Milling Co., will build a new concrete elvtr. as soon as the weather permits.—W. A. Jackson, mgr. Farmers Co-operative Elvtr. Co., Ligonier. Lyons & Greenleaf bot a site for the new elvtr., the only other house being on the N. Y. Cent. right of way.

Hope, Ind.—Edward Hoberton, for many years employed in the elvtr. of the Stafford Grain Co., was found lying unconscious on the floor of the elvtr. He died a few hours later, examination showing he had suffered a compound fracture of the skull. No one knows how the accident happened, as he was alone when it occurred.

#### IOWA

Pierson, Ia.—The Farmers Elvtr. Co. will install a Trapp Auto Truck Dump in its elvtr.

Salix, Ia.—A Hall Signaling Distributor will be installed in the elvtr. of the Updike Grain Co.

Westview Siding, Ia.—The Van West Grain Co. will install a Trapp Auto Truck Dump in its elvtr.

Kalona, Ia.—L. W. Brook will equip his elvtr. with a 20-in. attrition mill fitted with 2 15-h. p. motors.—C.

Mallard, Ia.—I am now mgr. for the Farmers Elvtr. Co.—C. D. Hobbs. Mr. Hobbs succeeded E. J. Reddy.

Oyens, Ia.—The new elvtr. of the Plymouth Milling Co. is now in operation with P. E. Arendt as mgr.

Kellogg, Ia.—We have installed a new 1,200-bu. sheller and a 15-hp. Fairbanks Motor.—Farmers Elvtr. Co.

Gowrie, Ia.—James A. Pirie has bot the elvtr. of P. J. Harvey. Mr. Pirie was formerly in the grain business at Lena.

Keokuk, Ia.—The Hubinger Corn Products Co. has been compelled to close the plant on account of the coal strike.

Nevada, Ia.—Roy Frazier, after a severe attack of influenza, is again at his work in the elvtr. of Frazier & Son.

Schaller, Ia.—I have just installed a 10-ton truck scale and Trapp Auto Dump in my elvtr. here.—J. B. Adams.

Iowa Falls, Ia.—Simons, Day & Co. have moved their office from Ackley to this city. S. J. Brown will have charge.



Colwell (Charles City p. o.), Ia.—The Colwell Grain Exchange has voted to increase its capital stock from \$10,000 to \$20,000.

Clutier, Ia.—The elvtr. belonging to Independent Grain & Lumber Co. has been equipped with a Hall Signaling Distributor.

Columbus Jct., Ia.—Weber & Huston have purchased an electric driven 20-in. attrition mill equipped with 2, 15-h. p. motors.

Shannon City, Ia.—Farmers are organizing an elvtr. company to buy the elvtr. of Frank Hoops which is offered to them at \$7,000.

Havelock, Ia.—We have just installed a new drive rope, elvtr. leg, cups, belt and loading hopper.—Farmers Coal & Grain Co.

Des Moines, Ia.—The proposed large fireproof terminal elvtr. of the Planters Terminal Elvtr. Co. is to be completed within a year.

Buck Grove, Ia.—Thos. Scott has bot my grain and feed business and I will retire from the grain business for the present.—H. G. Scott.

Winfield, Ia.—The Winfield Elvtr. & Supply Co. has bot a new 24-in. indirect connected electric attrition mill, equipped with 2, 20-h. p. motors.—C.

Des Moines, Ia.—A. J. Cheeseman, for many years in the traffic department of the C. & N.-W. Ry. Co., has been appointed sec'y of the Board of Trade.

Fontanelle, Ia.—We are planning a new seed and flour warehouse next year and will install a new feed grinder this winter.—Farmers Co-operative Co.

Marengo, Ia.—Walter Smith has bot the interest of M. F. Green in the Marengo Grain Co. and after Dec. 1 the business will be conducted on a cash basis only.

Marengo, Ia.—I have bot the half interest of M. F. Green in the Marengo Grain Co. H. C. Pote still retains his interest and we will be partners.—W. E. Smith.

Oto, Ia.—W. A. Stricker, formerly mgr. for the Trans-Mississippi Grain Co., at Kiron, is now mgr. for the same company here, the elvtr. at Kiron having been sold.

Rolfe, Ia.—Henry D. Brinkman has bot the interest of M. T. Blessing in the Rolfe Grain & Milling Co. and the company is now composed of D. and H. D. Brinkman and C. L. Gunderson.

Boyden, Ia.—I am now located at Mitchell, S. D., and out of the grain business for the present. I sold my interest in the elvtr. to my partner, W. H. Betts.—W. R. Smith, formerly of Smith & Betts.

Gidden, Ia.—We have not fully decided yet as to the material we will use in building our new elvtr. next spring, but it will probably be concrete or clay blocks.—J. C. Riedesel, mgr. Farmers Elvtr. Co.

New London, Ia.—The A. D. Hayes Co. has let contract to the Burrell Engineering & Constr. Co. for a 25,000-bu. concrete elvtr. consisting of 4 tanks to be equipped with the latest machinery and to cost \$25,000.

Dennison, Ia.—The recently organized Farmers Union has bot the elvtr. of the Farmers Co-operative Co. for \$7,000, possession to be given Jan. 1. The new company, therefore, will not build an elvtr. as was expected.

Osgood, Ia.—We have bot the elvtr. of Stockdale & Maack at this station, not at Emmetsburg, as has been reported, and will operate as Stockdale & Hankins.—F. E. Hankins, formerly agt. for L. B. Spracher & Co. at Cloverdale.

Walnut, Ia.—The elvtr. of the Rothschild Grain Co., of Atlantic, at this station will be turned over to the Walnut Elvtr. Co., Dec. 1. The new company will commence operation at once. Otto Ronna is pres. and I am mgr.—J. E. Olson.

Lake View, Ia.—The Farmers Union Grain Co. has bot the elvtr. of the Lake View Grain Co. and is now operating same. Officers are Ed. Kolwolke, pres.; E. H. Herring, vice-pres.; Cash Stewart, sec'y-treas., and myself mgr.—H. Hynes.

Green Mountain, Ia.—C. M. Lyons, of Cedar Rapids, employed as a carpenter on the elvtr. of the Farmers Elvtr. Co., which is being remodeled, fell headlong down a 50-ft. chute and fractured his skull. He died a few minutes after help reached him.

Little Rock, Ia.—R. E. Stenzel, who has been reported mgr. for E. A. Brown & Co., filled the position during my absence of two months' duration. I have been with the firm for the last 12 years and am now personally on the job here.—R. H. Sietsema.

Davenport, Ia.—Adolph F. Schoening died Nov. 4 at the age of 59, after a lingering illness. He was head of the Davenport Flour, Feed & Commission Co. for 16 years, retiring last July. Notice of the dissolution of the firm was made public on Nov. 7.

Grimes, Ia.—The Armour Grain Co., Chicago, has let contract to the Burrell Engineering & Construction Co. for a 25,000-bu. concrete tank elvtr. to be equipped with up-to-date machinery including cleaners. The house will cost about \$25,000 and will consist of 4 tanks.

Lone Tree, Ia.—The Lone Tree Farmers Co-operative Union Exchange has decided to electrify its elvtr and has bot a 20-h. p. Howell Red Band Motor to operate the corn sheller, and a 15-h. p. Howell Red Band Motor for the operation of the remainder of the plant.—C.

Farragut, Ia.—The recently incorporated Farmers Elvtr. Co. has voted to change from a corporation to a profit sharing company. Officers are: S. McMullen, pres.; Chas. Comstock, vice-pres.; Thos. Cox, treas.; and Ray Cox, sec'y. The plan will become effective Jan. 1.

Webster City, Ia.—The offices of the Webster City Elvtr. Co. and H. Spurgeon, prop. of the Ill. Cent. Elvtr., were entered by burglars Nov. 16. The safe in the Webster City Elvtr. Co. was rifled and a \$100 liberty bond and some papers taken. No money was kept in the safe. At the other place nothing but papers were taken.

Council Bluffs, Ia.—Ed. Jorkgren, former inspector at the elvtr. of the Trans-Mississippi Elvtr. Co., who fell in the elvtr. and fractured his spine about 2 months ago, is on the high road to recovery. For a time he was completely paralyzed but has recovered to the extent of being able to get about and has returned to his home in Kansas City, Mo.

Hedrick, Ia.—The Brodwell Lumber & Grain Co. is installing a 1,500-bu. automatic scale, a complete new leg to handle ear corn, new distributors and spouting, also roller bearings, and is making other improvements. The company is also increasing its capacity by raising cupola and adding 12 ft. more cribbing. This will give them a much better house and make it up-to-date. The motor will be installed in the cupola. The contract has been let and equipment purchased.

Des Moines, Ia.—I have recently become associated with W. H. Bartz & Co., Inc., having severed my connection with the Moore-Seaver Grain Co., of Kansas City, Mo. We have incorporated our company within the last 10 days and taken in as stockholders experienced grain men. The officers of the company are W. H. Bartz, pres.; H. D. Harding, Rock Creek, Kan., vice-pres.; W. G. Goy, Tabor, Ia., vice-pres.; A. H. Thomas, Montezuma, Ia., treas., and I am sec'y. If our plans do not miscarry, we are in hopes of being able to start construction of a modern fireproof terminal elvtr. early in the spring. We have enlarged our present facilities to take care of our share of the bumper corn crop.—Major Moberly.

Knoxville, Ia.—W. J. Line & Son, who conduct a grain, coal and lumber business, suffered a loss of \$4,500 Nov. 8, when two old frame buildings used by the company for storage of grain and coal burned at 1:40 a. m. The company occupies a full block and the buildings consisting of an elvtr., office and 2 coal warehouses on the other side of the block were not destroyed. The loss included over 1,000 bus. of oats, 400 bus. each of wheat and shelled corn, 15 tons of hay, various other small amounts of grain, and last but not least a new Cadillac truck and 2 Fords. The insurance carried was \$2,500, but because part of it was wind, hail and lightning insurance, only \$1,200 was collected. Part of the grain has been salvaged and sold. New buildings will be erected at once.

## SIoux CITY LETTER.

The 16th annual convention of the Farmers Grain Dealers Ass'n of Iowa will be held here Jan. 20, 21 and 22.

R. C. Wright, U. S. Grain Supervisor, and his staff have taken possession of their offices on the third floor of the Exchange.

C. G. Morris, of Lincoln, Neb., has opened a grain office in the Grain Exchange Building and will operate it under his own name.

D. S. Warwick, of Denver, has bot a membership in the Board of Trade and applied for membership. He expects to open an office in the city and conduct a general grain business. He is a member of the Denver and the Wichita Boards of Trade and also of the Minneapolis Chamber of Commerce.

The Grain Belt Cereal Co. has let contract to the Burrell Engineering & Construction Co. for a 6-story concrete cereal mill, elvtr., head house, office and warehouse.

E. G. Thoensted, formerly with the Bruce Bros. Grain Co., of Kansas City, Mo., has accepted a position with the Taylor & Bourne Co. at this point.

The Western Terminal Grain Co. has bot the elvtrs. of the Fritsson Grain Co. at Talma (Irene p. o.), and at Namoni (Lennox p. o.), S. D. The company now owns 24 country elvtrs.

J. J. Overholtzer is now ass't mgr. for Simons, Day & Co. at this office, Emery E. Stalker being mgr. Mr. Overholtzer has been on the road for E. W. Wagner & Co. for 4 years here and previous to that was well known as a progressive farmers elvtr. mgr. in South Dakota.

The Trusler Grain Co. of Emporia, Kan., has bot the membership of F. O. Kehrberg, of Sheldon, Ia., in the Board of Trade, for \$4,500. This is the highest price yet paid for a membership in the Board of Trade. The Trusler company has rented rooms on the 2d floor of the Grain Exchange Bldg. and will be open for business within two weeks. V. B. Holt, vice-pres. of the company, will take charge of the firm's business in Sioux City.

The building situation on the new terminal elvtrs. at this city, Nov. 11, for which Burrell Engineering & Construction Co. has the contracts, is as follows: The terminal for the Mystic Milling Co. is about completed and ready for grain. Another 10 days and it will be ready to receive grain. The elvtr. for the Western Terminal Co. will be completed on Nov. 18, with the exception of a small amount of machinery which should take about 2 or 3 weeks to install. The elvtr. of the Planley Grain Co. is completed with the exception of the installation of machinery; it is expected this will be ready to take in grain in about 10 days, utilizing ¾ of the house. It will probably take 30 days more to finish the installation of machinery and put the finishing touches on. The Terminal Grain Corp. has added a very large drier to its elvtr. and has doubled the capacity of the house since the first plans were made and the work started. Of course, this has delayed the work somewhat. The concrete work on this house is about 75% complete and about ¾ the machinery is on the ground ready for installation.

## KANSAS

Herndon, Kan.—The Herndon Equity Elvtr. Co. will build a new elvtr. here.

Beloit, Kan.—R. W. Dockstader will install a Trapp Auto Truck Dump in his elvtr.

Fredonia, Kan.—The Wiley Milling Co. will install a Hall Signaling Distributor in its elvtr.

Sabetha, Kan.—We sold our elvtr. to the Farmers Co-operative Ass'n.—Derby Grain Co., Topeka.

Hutchinson, Kan.—The Wm. Kelly Milling Co. has bot a site for a new 2,000-bbl. mill and a large elvtr.

Osawatimie, Kan.—W. J. White has resigned as ass't mgr. of the Farmers Co-operative Co. L. Thompson is mgr.

Alma, Kan.—Ross Palenska is pres. of our company and C. B. Thorne, sec'y.—H. F. Strassen, mgr. Farmers Union Co-operative Ass'n.

Kingman, Kan.—We have discontinued our office here. W. H. Bickel was mgr.—W. A. Hinchman, pres. Kemper Grain Co., Kansas City, Mo.

Madison, Kan.—The Soule Milling Co. has succeeded The Soule & Lukins Milling Co., Mr. Lukins having disposed of his interests in the company.

Almeda, Kan.—We have secured a site here and will build an up-to-date elvtr. in time for the next crop.—J. T. Braly, mgr. Farmers Grain & Merc. Co., Cleveland.

Lawrence, Kan.—We have discontinued our office here which was under the management of H. L. Kuncze.—W. A. Hinchman, pres. Kemper Grain Co., Kansas City, Mo.

Wiley, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., bot the elvtr. of C. R. Kinkel here. O. S. Anderson is the mgr.—Chas. J. Roy, mgr. Farmers Union Co-operative Ass'n.

Topeka, Kan.—The Traffic and Claim Dept. of the Kansas Grain Dealers Ass'n, which was established July 1 of this year, has been very successful in handling claims submitted to it. S. R. Duckert has proved an able and efficient mgr.



Welda, Kan.—The new elvtr. of the Associated Mill & Elvtr. Co., of Kansas City, Mo., will have a capacity of 10,000 bus. and will be of reinforced concrete. We expect to have it completed in 90 days.—F. V. Blanchard, mgr.

#### WICHITA LETTER.

We are now making arrangements to open an office here.—W. A. Hinchman, mgr. Kemper Grain Co., Kansas City, Mo.

The Wichita Terminal Elvtr. Co. contemplates erecting additional storage of 1,000,000 bus. to its elvtr., as there is a big demand for storage here.

The last membership sold here brought \$3,500 and a bid of \$3,750 was refused for one. Some of the members want to double the membership as they think it advisable inasmuch as this market is growing so fast.

Wm. D. Dilts of the Dilts & Morgan Co., of Kansas City, Mo., has bot the membership of E. E. Matchette and H. L. Strong of the Strong Trading Co. has bot that of B. Strong.—R. B. Waltermire, sec'y Board of Trade.

#### KENTUCKY

Patis, Ky.—We expect to enlarge our plant and to install new machinery. We will operate under the name of Perry, McCann & Mitchell.—P., McC. & M.

Owensboro, Ky.—The Chamber of Commerce has just been organized and plans to install federal grades as soon as equipment and an inspector can be obtained.

La Grange, Ky.—The office of the La Grange Grain Feed & Grain Co. and that of the La-Grange Flour & Feed Mill were entered by burglars who took an overcoat, sample case, a razor, tobacco and stamps. Drawers were pulled out and their contents and papers thrown all over the floor, but nothing of value seems to be missing.

#### LOUISIANA

Newellton, La.—Oscar Jones is tearing down his elvtr. here and will rebuild it in Chrisman, Ill.

New Orleans, La.—Joseph Pudor, for the last 12 years ass't supt. of elvtrs. "D" and "E" of the Central Elvtr. & Warehouse Co., is dead.

New Orleans, La.—The Stone Forwarding Corp. will be our agts. in Galveston, Tex., and we are prepared to serve our clients thru that office, which is located in the American Natl. Ins. Co. Bldg.—The W. L. Richeson Co., Inc.

#### MARYLAND

Chestertown, Md.—We have succeeded J. G. Metcalfe as J. B. Metcalfe was taken into the firm on his return from France. We have not yet completed our elvtr. at Kennedysville, as we do not intend to do any more till 1920. We do not operate an elvtr. here.—Metcalfe Bros.

Spielmans Station (Fairplay p. o.), Md.—The entire plant of J. M. Middlekauff, including his mill, elvtr., warehouse, etc., burned Oct. 18. Mr. Middlekauff was severely burned while rescuing his cash register, books and papers. It is believed that the fire was of incendiary origin.

#### BALTIMORE LETTER.

Philip C. McIntyre is now ass't treas. for Hammond, Snyder & Co., Inc.

The annual assessment for memberships in the Chamber of Commerce for 1920 has been fixed at \$30.

The 17 year old son of Clarence A. Euler died Nov. 4. He was an only child and the deepest sympathy has been extended to his bereaved parents by the many friends and acquaintances of Mr. Euler on 'change.

Burton, Runge & Morrison is the name of a new grain and hay commission firm which has just opened an office at this market. Officers are Geo. E. Morrison, pres.; Herman Runge, vice-pres. and gen. mgr., and L. M. Burton, sec'y-treas.

#### MICHIGAN

McBride, Mich.—Gleaner Clearing House purchased a Hall Signaling Distributor.

Chesaning, Mich.—The Chesaning Farmers Elvtr. Co. installed a Hall Signaling Distributor in its elvtr.

Carland, Mich.—D. L. Laynes, of Chapin, has been appointed receiver for the Farmers Co-operative Elvtr. Ass'n here.

Watrousville, Mich.—The elvtr. we recently bot here belonged to the Emsley Bellaire Co. of Oxford.—Farmers Elvtr. Co., Vassar.

Fostoria, Mich.—Victoria Grain Co., incorporated; capital stock, \$15,000; incorporators, A. Frutchey, S. Day, W. S. Terry, and others.

Jones, Mich.—C. A. King has bot the elvtr. of Lurie Bros. at this station.—Henry T. Rine, mgr. Bristol Co-operative Ass'n, Bristol, Ind.

Concord, Mich.—Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, Fred A. Hadley, Marvin Woodliff, John M. Lippert, and others.

Amble, Mich.—Officers of the recently organized Farmers Elvtr. Co. are: L. L. Kizer, pres.; J. M. Rossman, vice-pres.; Walter J. Rushmore, sec'y-treas. and mgr.

Fowler, Mich.—We are now able to affirm sale of our 3 elvtrs., mill and electric light plant to the Co-operative Elvtr. Co., transfer to be made Jan. 2, 1920, or as soon after that as possible.—Sturges & Sons.

Vassar, Mich.—We have bot the elvtr. and mill at this point formerly operated under lease by the Reliance Milling Co. We are installing a Midget Marvel Mill of 60-bbl. capacity.—Farmers Elvtr. Co.

Fowler, Mich.—Officers of the Farmers Co-operative Elvtr. Co. are Jos. R. Schneider, pres.; Herbert Armbrustmacher, vice-pres., and Theo. N. Bengel, sec'y-treas. We expect to engage Thos. Bottorff as mgr.—T. N. Bengel, sec'y.

Detroit, Mich.—The directors of the Board of Trade posted the following notice Nov. 12: "Resolved, That on and after this date all interest charges on advancements against grain bot either on time shipment from the country or on spot shall be limited to 6 days from and inclusive of the date when official inspection shall have been made and B/L surrendered to proper railroad authority with correct switching instruction. In no instance shall interest be charged after the date of unloading."

#### MINNESOTA

La Salle, Minn.—O. A. Bjarn is mgr. for the Farmers Grain Co.

Guckeen, Minn.—W. B. Kelly is now mgr. for the Farmers Elvtr. Co.

Sauk Rapids, Minn.—Frank Perske has bot the elvtr. of the Neils Elvtr. Co.

Portage la Prairie, Minn.—Portage Milling & Elvtr. Co. incorporated; capital stock, \$300,000.

Ulen, Minn.—Ole Knutson has bot Geo. Moebeck's interest in the Knutson & Moebeck Elvtr.

Sleepy Eye, Minn.—John Helget has succeeded Jos. Seifert as mgr. for the Ed. F. Berkner Elvtr. Co.

Argyle, Minn.—Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, L. B. E. J. and Oliver Riopelle.

London, Minn.—The elvtr. of the Speltz Grain & Coal Co. has been reshingled, resided, and painted. It now looks like a new elvtr.

International Falls, Minn.—We have established a warehouse here, with C. E. Peterson as mgr.—Beltrami Elvtr. & Milling Co., Bemidji.

Lyle, Minn.—The Speltz Grain & Coal Co. has installed succotash mills in its elvtrs. here and at Walters, Conger, and Clarks Grove. At Walters the company has enlarged its office and is building coal sheds.

#### DULUTH LETTER.

The following notice has been posted by the directors of the Board of Trade: Resolved, That until further notice no trading in flax futures shall be allowed at prices exceeding the close of Friday, Nov. 7. Closing prices on that day were: Nov., \$4.75; Dec., \$4.66, and May flaxseed, \$4.51. They have also posted a notice that they contemplate action to make delivery of Canadian Northwestern and Argentine seed regularly on new contracts, discount if any, to be arranged in actual differences in crushing values.

W. H. Kiichli, who has been operating at this market as the Standard Grain Co., has been forced to suspend business. His difficulties came as the culmination of 25 to 31c advance in flax prices. He is said to have been caught with something more than 100,000 bus. on short contracts on which he was unable to make good clearing house call for margins at the close of business. Attorneys for Kiichli say definitely that the assignment is being made but that it will be some time before a statement can be made as to liabilities and assets of the Stand-

ard Grain Co. It is admitted, however, that the company is heavily involved. It is stated on the board that many customers long with Kiichli suffer severe loss.

#### MINNEAPOLIS LETTER.

The Winona Malting Co. has ceased to possess membership privileges in the Chamber of Commerce at its own request.

The Board of Directors of the Chamber of Commerce have acted favorably on a petition to start trading in flax futures in that market.

Fred C. Van Dusen, of the Van Dusen-Harrington Grain Co., has succeeded John G. Washburn, who died Sept. 22, as director of the Farmers & Mechanics' Bank.

O. S. Wilson, for years a traveling salesman for C. C. Wyman & Co., has resigned and is now state representative in Minnesota and Iowa for the Blatchford Calf Meal Co., Waukegan, Ill.

S. M. Anderson, son of A. E. Anderson, pres. of the Tri-State Grain Shippers Ass'n, is again on the road for McCaull-Dinsmore Co., after seeing service "over there." He will cover his old territory, northern Iowa, South Dakota and Nebraska.

James F. Bell, formerly vice-pres. of the Washburn-Crosby Milling Co., has succeeded John Washburn, who recently died, as pres. of the company. He was also elected pres. of the Royal Milling Co., Butte, Mont., the Kalispell Milling Co., Kalispell, Mont., and the Rocky Mountain Elvtr. Co., Great Falls, Mont., all subsidiary companies. J. W. Sherwood, mgr. of the subsidiary corporation, has been made vice-pres., and E. S. Ball, sec'y-treas. of the corporation.

The deaths of two well known members of the Chamber of Commerce were announced on 'change Nov. 19. Ralph C. Bagley, of the Bagley Elvtr. Co., died after an illness of only 4 days. He was on 'change Friday and complained that he did not feel well. Examination revealed a perforation in the intestines and altho an immediate operation was performed, he did not rally, peritonitis setting in and causing his death in the early morning, Nov. 19. A. G. Tanton, of Getchell & Tanton, was a victim of pneumonia, dying on the night of the 18th. He was ill only a few days and his death is also a great shock to members and friends on 'change.

#### MISSOURI

Excelsior Springs, Mo.—James E. Bennett & Co., Chicago, will open a branch office in this city.

Huntsville, Mo.—We have completed our elvtr. and are operating as the Huntsville Elvtr. Co.—J. J. Clark, agt.

Center, Mo.—I am now mgr. for the Center Elvtr. Co. Kethley & Smith are out of business here.—H. J. Smith.

Trenton, Mo.—The store room of the Marlin Grain Co. was burned recently with a loss of from \$20,000 to \$25,000.

West Alton, Mo.—E. L. Cordes, formerly a certified weigher of hay, grain and straw, is now out of the grain business.

Higginsville, Mo.—Work has been started on the new 100,000-bu. elvtr. which is being built for the Higginsville Milling Co.

Platte City, Mo.—Mail, addressed to the Farmers Co-operative Elvtr. Co., reported to have left contract for an elvtr. here, is returned unclaimed.

Bragg City, Mo.—We have sold our elvtr. at this station to W. D. Lasswell, Kennett, Mo.—Little River Farms Co., John G. Hoyt, vice-pres., St. Louis, Mo.

Monett, Mo.—The capacity of the plant of the Monett Mill & Elvtr. Co. will be increased by 25 to 30,000 bus. when the new addition, now under construction, is completed.

Independence, Mo.—Wm. G. Waggoner, pres. of the Waggoner-Gates Milling Co., celebrated his 80th birthday Nov. 15. Mr. Waggoner is a member of the Kansas City Board of Trade and for many years was a wheat buyer on the "floor."

St. Joseph, Mo.—The St. Joseph Public Elvtr. Co. has under construction a 1,000,000-bu. storage plant and a 250,000-bu. working house. The plant will be completed as soon as possible and will be ready for next year's crop. The John S. Metcalf Co., Ltd., has the contract for the plant. Incorporators of the company were A. E. Swift, Chicago; C. H. Mayer, F. L. Ford, F. A. Bodera, and R. E. Hastings.



Charleston, Mo.—J. E. Fair, of Kansas City, is now gen. mgr. of the Charleston Milling Co.

## KANSAS CITY LETTER.

R. A. Jeanerat has bot the Board of Trade membership of W. H. Perrine.

The resolution of the Board of Trade permitting the sale of grain on official destination weight has been rescinded, effective Nov. 20.

The Midland Flour Mills Co. has let contract for plans to the Sherman Engineering Co. for a 300,000-bu. reinforced concrete tank elvtr. and a 42x150 ft. two-story warehouse.

The last of the grain in the Murray Elvtr., destroyed by a dust explosion Aug. 13, was taken from the damaged tanks Nov. 15, and work on rebuilding and repairing will be rushed.

Tom Congleton, brother of Carl Congleton, for the last 3 years with the Watkins Grain Co. as solicitor, will travel Kansas for the same firm. He recently returned from service with the rank of lieutenant.

Members of the Board of Trade have signed a petition asking for a reconsideration of the action taken some time ago, which rejected an offer to purchase the building in which the exchange is located. At the present time a lease is held on the building and it is good for 5 years more.

The following resolution was adopted by the Board of Trade at a special meeting, Nov. 23: Resolved: That until otherwise ordered, it shall not be considered a violation of the rule for seller to accept official destination weights on consigned grain, effective Friday, Nov. 21, 1919.

James Russell, chief grain sampler of the Board of Trade before the war, will resume his duties Dec. 1, having resigned his position as grain buyer at the Board of Trade for the U. S. Grain Corporation which he has held since July 1. B. M. Hayward, who succeeded him, will become Mr. Russell's ass't.

Frank G. Crowell, vice-pres. of the Hall-Baker Grain Co., was married Nov. 15th in New York to Miss Renel H. Clements of that city. Mr. and Mrs. Crowell will be "at home" in Kansas City after Dec. 15th. The groom served as 1st vice-pres. of the Food Administration Grain Corporation during the war.

Geo. Bush, employed in the elvtr. of the Schrieber Flour & Cereal Co., while in charge of a chute thru which bran was being loaded into a bin, fell into the bin and was smothered. He tried to relieve a congestion in the chute and overbalanced. Other employees made frantic efforts to rescue him, but he was dead when taken out.

## ST. LOUIS LETTER.

James E. Bennett of Chicago has been elected to membership in the St. Louis Stock Exchange.

Our new elvtr. addition will have a 500,000 bus. capacity and will be constructed of reinforced concrete.—Kehlor Flour Mills Co.

Application for membership in the Merchants Exchange has been made by E. S. Rosenbaum, Chicago; S. Fernandes, Springfield, Ill.; Louis H. Hart, Des Moines, Ia.

## MONTANA

Moccasin, Mont.—Mail addressed to C. B. Smith, agt. Monarch Elvtr. Co. here, is returned unclaimed.

Culbertson, Mont.—It is reported that the Farmers Elvtr. Co. will take over the mill of C. S. Wedge & Son. A special meeting will be held Nov. 29 to definitely decide the matter.

Bozeman, Mont.—The Montana Flour Mills Co., of Great Falls, has succeeded the Bozeman Milling Co., and is now in possession of the latter's property at this city and Belgrade.

Square Butte, Mont.—H. H. Hillman has succeeded A. J. Fuller as mgr. for the McCaull-Webster Elvtr. Co. at this station. Mr. Fuller is out of the grain business and has moved to Lenora, Kan.

## NEBRASKA

Lindsay, Neb.—The Farmers Elvtr. Ass'n will build an elvtr.

Loup City, Neb.—The Farmers Union is planning to build a new elvtr. here soon.

Chappell, Neb.—John Brownell has succeeded Karl Wildman with the Farmers Elvtr. Co.

Central City, Neb.—A Hall Signaling Distributor was installed in the elvtr. of the T. B. Hord Grain Co.

Yanka (Brainard p. o.), Neb.—The Dawson Grain Co. will equip its elvtr. with a Hall Signaling Distributor.

Lawrence, Neb.—I bot and now own the Mo. Pac. Elvtr., formerly owned by Theo. Schultz.—C. B. Seldomridge.

Schaller, Neb.—J. B. Adams of Omaha, Neb., has bot a Trapp Auto Truck Dump to be installed in his elvtr. here.

Dubois, Neb.—Ed. Rohlmeier, of Humboldt, has succeeded Lewis Britt as mgr. for the Farmers Union Elvtr. Co.

Dix, Neb.—The elvtr. of the Bennett Grain Co. has just been completed. The W. H. Cramer Construction Co. had the contract.

Nehawka, Neb.—We have completed the installation of our Trapp, Gohr, Donovan Auto and wagon scale.—Farmers Grain Co.

Humphrey, Neb.—The Farmers Elvtr. Co. has bot the elvtr. and lumber yards of the Nye-Schneider-Fowler Co. and now owns two houses here.

Ragan, Neb.—Carl Peterson is not our mgr. now as reported. S. E. Jordan is mgr.—J. O. Peterson, sec'y Farmers Grain & Grain Shipping Ass'n.

Sutherland, Neb.—The Leypoldt & Pennington Co., of North Platte, has let contract to the W. H. Cramer Construction Co. for a 15,000-bu. ironclad elvtr.

Spalding, Neb.—The elvtr. of the Omaha Elvtr. Co. at this point has been closed for the last 7 years. Elvtr. companies here are Spaulding Elvtr. Co. and T. B. Hord Grain Co.—X.

Merna, Neb.—We are not building a new elvtr. as has been reported but are remodeling the old one. We expect to have the work completed Jan. 1.—E. T. Smith, agt. Central Granaries Co.

Edgar, Neb.—We are not repairing our elvtr. as reported nor are we building. In fact, no building is being done in this section.—H. Welch, mgr. Farmers Union Co-operative Elvtr. Co.

Ogallala, Neb.—The elvtr. of the Farmers Elvtr. Co., now under construction by the W. H. Cramer Construction Co., is under roof, but severe weather has stopped the work for the present.

Merna, Neb.—We will have our new mill completed in about 10 days. It is of brick, 28x50 ft., two stories and basement, and has machinery for 50 bbls.—C. W. Layton, mgr. Farmers Grain & Supply Ass'n.

Leigh, Neb.—F. V. Uridil has resigned as mgr. of the Farmers Co-operative Merc. Co. and has been succeeded by Robt. Huff of Humphrey.

The report that Kurf Bros. have bot an elvtr. here is untrue. Neither one of the houses have been sold.—Herman Hamel, agt. Nye, Schneider, Fowler Co.

York, Neb.—The York Milling & Grain Co., with \$25,000 common and \$150,000 preferred stock, has applied to the Bureau of Securities for permission to sell stock. The York Milling Co., formerly controlled by outside capital and now aiming to become a local concern in name and fact, has been reorganized under the style and name of the York Milling & Grain Co. It will be headed by Walter V. McCartney, who has been vice-pres. and mgr. of the mill. O. J. Dudek, who has been with the milling company as chief of the sales force, will be sec'y. Members of the board of directors include Messrs. McCartney, Dudek, L. S. Loomer and Arthur W. Thompson. The milling company has a large modern plant running night and day. Several months ago the Foster elevator was acquired to give added storage facilities.

Superior, Neb.—We are building a modern concrete and steel elvtr. The head house, drier and feed mill cover 36x60 ft. and we will add 6 more tanks in the spring which will give us a storage capacity of between 120,000 to 200,000 bus. All machinery will be driven by direct connected motors thru enclosed gear speed reducers. The head house will contain 10 bins. The drier house will be 14x36x115 ft. and its equipment will include Ellis 300-bu. per hour Drier, wheat washing and conditioning plant for treatment of smutty or off grade wheat. The drier room has 6 bins, 2 of them running the entire length of the building, two of 4,000-bu. capacity over the drier and 2 of the same capacity under it. The feed and corn mill is 30x36x115 ft. and equipment includes Humphreys Employees Elvtr., Monarch Attrition Mill, chop roll, barley roll, automatic scales and corn mill machinery. Our officers are F. L. Myers, of Elliott & Myers Grain Co., pres., P. Johnson, vice-pres., and myself sec'y, treas. and gen. mgr.—L. E. Shaw, Superior Terminal Elvtr. Co.

## OMAHA LETTER.

The National Co-operative Co., recently organized in this city, with a capital stock of \$2,000,000, by all the Farmers Union Elvtr. companies of the state, will build some up-to-date elvtrs. if present plans mature.

E. E. Huntley, S. S. Carlisle and W. T. Burns were elected directors of the Grain Exchange Nov. 12. On Nov. 18, Otis M. Smith was elected pres. to succeed J. T. Buchanan, and Chas. H. Wright was elected 1st vice-pres., C. S. Rainbolt, 2d vice-pres., and E. E. Huntley, treas. of the exchange.

## NEW ENGLAND

Lowell, Mass.—David Ziskind has bot the Livingston Grain Co. business and has reorganized, operating it under the name of the Thorndike Grain Co. The company will build additions to the plant.—S.

Hartford, Conn.—We have merged our firm with the C. H. Northam Grain Co. and we are enlarging our plant, making improvements on the buildings and installing new machinery. We will operate as the C. H. Northam Grain Co., Inc.—Garber Bros.

Charlestown, Mass.—The recent high tides have caused alarm at the wharf elvtrs., but as yet have not reached them. The docks at the Hoosac Tunnel Elvtr. were flooded, but the water did not get into the basement. The Mystic Wharf Elvtr. has not been reached yet, but fears for the safety of the elvtrs., unless the tides recede, are freely expressed.

# TEXAS

Produced Nearly Three-fourths of the 1919 Crop of  
**Milo Maize**

**Kafir Corn—Feterita—Sorghum Grains**

We are Headquarters for these Crops and for

**Texas Red Rust Proof Oats**

Wire or write your Season's Needs

**The Fort Worth Elevators Company**

**Fort Worth  
Texas**



Manchester, N. H.—The storeroom of Partidge Bros. & Co., damaged Oct. 7, with a loss of several thousand dollars, is being rebuilt.—S.

Westfield, Mass.—N. & S. Salomey have purchased a large acreage of land and the Little River Grist Mill, owned by A. D. Sherman. The plant is to be greatly enlarged. It is understood that the firm plans to raise a part of its grain on the land bot.—S.

Bedford, Mass.—Miss Della F. McDevitt, formerly cashier and bookkeeper for the Middlesex Coal & Grain Co., has been exonerated of the charge that she had taken \$119 of the company's money, a jury in the Superior Criminal Court returning a verdict of "not guilty."

## NEW JERSEY

Edgewater, N. J.—The plants of the Corn Products Co., here and at Pekin, Ill., will be overhauled and repaired to the extent of \$7,500,000. It will have, when improvements are made, a consuming capacity of approximately 150,000 bus. corn a day.

## NEW MEXICO

Roy, N. M.—J. H. Moore & Co., of Dallas, Tex., will build a 3,000-bu. elvtr. here.

Roy, N. M.—The new Standard Elvtr. will be a 30,000-bu. house and will be started as soon as the material arrives.

## NEW YORK

Groveland, N. Y.—Ewart & Lake will equip its elvtr. with a Hall Signaling Distributor.

Norwich, N. Y.—Norwich Milling Co., Inc., incorporated; incorporators, Geo. R. Stellwagen, Samuel W. Thomas and Chas. W. Hill. The company will operate the elvtr. of H. O. Hale & Son.

Niagara Falls, N. Y.—The Shredded Wheat Co. has let contract to the Monarch Engineering Corporation for a reinforced concrete 300,000-bu. addition to its grain storage, which will give the company a total storage capacity of 1,000,000 bus.

Buffalo, N. Y.—John Kam, 48 years old, died Nov. 17 after a lingering illness. He was formerly head of the Kam Malting Co., which was sold to the Black Rock Milling Co. within the last 2 years. He was well known to the malting trade and will be greatly missed by his many friends.

Sodus Point, N. Y.—The Pennsylvania R. R. Co. is planning a large elvtr. at this point. It will be erected this winter and will be up-to-date in every way. A channel 22 ft. deep is being dredged to the elvtr. site. This point is on the southern shore of Lake Ontario and is not far from Rochester.

## NEW YORK LETTER.

New York, N. Y.—Thos. Lenane, member of P. Lenane & Bro., is dead. He was a member of the Produce Exchange for many years.

Henry Goldstein has been elected to membership in the Produce Exchange and will be associated with Paul Vilmar who recently became representative of the Simonds-Shields-Lonsdale Grain Co. in this city. Mr. Goldstein was formerly with Milmine, Bodman & Co., Inc.

New York, N. Y.—New members of the Produce Exchange are Geo. Bingham, Philip S. Grefe, Clark H. Sparks, Leopold Stern, Troels Fede, H. E. Beardsworth and Carl Sommer-Larson, who recently resigned his associate membership in the Exchange. Wm. B. Fritz has resigned his associate membership and made application for a regular membership.

## NORTH DAKOTA

Melville, N. D.—F. R. Knittle, of Anamoose, has succeeded J. W. Hoff as agt. for the Star Elvtr. Co.

Hankinson, N. D.—The Cargill Elvtr. Co. has equipped its elvtr. with an electric motor. H. J. Schuster is mgr.

Bottineau, N. D.—I will operate the elvtr. I recently bot, under the name of the J. H. Schreiner Elvtr.—J. H. Schreiner, prop.

Crystal Springs, N. D.—I am again on the job with the Powers Elvtr. Co. after 2 years of service in the army.—F. W. Palmer.

Grand Forks, N. D.—The location of the state owned mill and elvtr. has been definitely fixed by the State Industrial Commission and official notification has been given that this city gets the plant.

Landa, N. D.—The Farmers Elvtr. Co. is combining its two elvtrs. and building a new office, engine room and feed warehouse.

Minnewaukon, N. D.—The elvtr. of Wm. Plummer is being overhauled and extensive improvements have been made. The house is on a new concrete foundation and its capacity has been increased. Part of the material used in the work was bot from Maddock where an elvtr. of Mr. Plummer's is being wrecked.

## OHIO

Cable, O.—J. M. Mabry has bot the elvtr. of O. M. Clark.

Kenton, O.—Farmers are organizing to build a number of elvtrs. in this county.

Columbus, O.—Meeker & Co. have added a grain dept. to their brokerage business.

Marysville, O.—Edward Cody & Son have bot the elvtr. of the Snodgrass-Fullington Co.

Newberry (Covington p. o.), O.—The Farmers Grain & Supply Co. is being organized here.

Monticello, (R. F. D. No. 5, Spencerville), O.—A. H. Clay has succeeded Parrott & Clay.

Montpelier, O.—The elvtr. belonging to W. E. Riley will be equipped with a Hall Signaling Distributor.

Huron, O.—A. Fetterman is mgr. of the Huron Grain Co. here instead of the Farmers Elvtr. Co. at Avery as reported.

Okolona, O.—A. E. Castleman, formerly mgr. for the Okolona Grain & Stock Co., is now located at Pontiac, Mich.

Hayden, O.—I have taken over the elvtr. of Latham Bros. at this station, the firm having been dissolved.—Walter Latham.

Malta, (McConnellsville p. o.) O.—The recently incorporated Morgan County Farmers Elvtr. Co. will build an elvtr. in the spring.

Cleveland, O.—Frank Cain, who is associated with E. I. Bailey, has again been elected mayor of Euclid Heights, an exclusive suburb of the city.

Ray, O.—Mail addressed to the Tri-State Co-operative Co., reported as having recently bot an elvtr. at this point, has been returned unclaimed.

Isleta, O.—The Plains Co-operative Co. has installed new machinery in its recently completed storage addition of 12,000 bus. A new office has been built.

Amlin, O.—Latham Bros. have dissolved partnership and Raymond Latham has taken the elvtr. here, while I have the one at Hayden.—Walter Latham.

Elida, O.—The Farmers Equity Exchange Co. will build an elvtr. having a greater capacity and it will be up-to-date in every way. It will replace the one now in use.

Middle Point, O.—Our home offices are now located in this city. We have closed the office at Lima, moving everything to this point.—H. G. Pollock, mgr. Pollock Grain Co.

Curtice, O.—Norman Bunte, formerly mgr. of the Farmers Elvtr. Co. here, is now with the Perrysburg Grain & Seed Co., who operate elvtrs. at Perrysburg and Lima City.

Malta, (McConnellsville p. o.) O.—Officers of the recently incorporated Morgan County Farmers Elvtr. Co. are J. A. Hambleton, pres.; T. J. Osborn, vice-pres., and H. M. Finley, sec'y-treas.

Cleveland, O.—The Faber Elvtr. Co. has sold its plant, business and good will to the Cleveland Grains Drying Co. The new owners contemplated remodeling the entire plant and building additions.—J. E. Honken.

Greenville, O.—The elvtr. of Helm & Ries has been sold to the United States Chemical Co. Possession was given at once. H. C. Helm, former mgr. of the elvtr., recently sued for dissolution of the company and an accounting.

Hull Prairie (Haskins p. o.), O.—We have bot and remodeled the elvtr. of the Royce Coon Grain Co. here. Earl C. Keeler has succeeded A. Fetterman as our mgr., Mr. Fetterman being now mgr. for the Huron Grain Co. at Huron.—Haskins Farmers Grain Co., Haskins.

## CINCINNATI LETTER.

Harold C. Eustis has applied for membership in the Chamber of Commerce.

Christian Mulhauser, for 25 years in the malt business, operating as the Christian Mulhauser Malt Co., is dead at the age of 72. He had not been in active business for some time on account of ill health.

## OKLAHOMA

Perry, Okla.—I am now mgr. of the Red Star Elvtr.—R. W. Freeman.

Fletcher, Okla.—The Fletcher Grain Co. has bot the elvtr. of W. W. Brunskill.

Carnegie, Okla.—J. B. Truitt is now mgr. for the Farmers Co-operative Mill & Elvtr. Co.

Ponca City, Okla.—L. A. Scott has succeeded C. E. Edsall as mgr. for the Ponca City Elvtr. Co.

Marlow, Okla.—J. H. Nichols has resigned as mgr. for the Marlow Grain Co. and Mr. Lumpkin will succeed him.

Gracemont, Okla.—The elvtr. of W. B. Johnson which we took over is in good shape, all reports to the contrary being misleading.—S. A. Brooks, mgr. of the Sugar Creek Gin, Grain & Supply Co. The officers of the company are Ivan Deemer, pres.; M. B. Green, sec'y-treas., and S. A. Brooks, vice-pres. and mgr.

## OREGON

Astoria, Ore.—The Board of Commissioners of the Port of Astoria has adopted a schedule of handling and storage charges which is published elsewhere in this number of the Journal.

Portland, Ore.—The Northern Flour Mills Co. incorporated in Montana; capital stock, \$500,000. The company has bot a number of mills and elvtrs. in Montana, the largest being the Ravalli Flour & Cereal Mills and Elvtr. at Hamilton. The interests of the Northern Grain & Warehouse Co. comprise the plants of the Vancouver Flour Mills, Vancouver, Wash., the Eureka Flour Mills, Walla Walla, Wash., the American Falls Milling Co., American Falls, Ida., and the Ravalli Flour & Cereal Mills, at Missoula, Mont., which have been taken over by the corporation.

## PENNSYLVANIA

Johnstown, Pa.—I am about to enter the flour, feed and grain business.—Jacob Grosch.

Pittsburgh, Pa.—Chas. Culp, for many years inspector of the Hay & Grain Exchange, died Oct. 19. His many friends in the trade will regret to learn of his death.

## PHILADELPHIA LETTER.

Samuel Young has applied for membership in the Commercial Exchange.

Gross Bros. of Hightown, N. J., have applied for membership in the Commercial Exchange.

Mail addressed to the Dougherty-McHenry Co., reported to have recently engaged in the grain business here, has been returned unclaimed.

After Dec. 1, Commercial Exchange brokers propose that all resales on grain and food shall, when both buyer and seller are located in this city, be subjected to a brokerage of \$2 a car, an advance of 50 cents over the present charge. When one or both parties are located out of town the charge is to be \$3 a car.

Philadelphia, Pa.—Rules superseding the present grain inspection system were adopted Nov. 10 by the Commercial Exchange. The duties of the buro will now be to make physical examination, obtain seal records and issue certificates on all cars. The Grain Com'te will have general supervision and they will fix charges, appoint a supervisor and other employees, and provide a proper office for the work.

## SOUTH DAKOTA

Bruce, S. D.—The Farmers Co-operative Elvtr. Co. will increase its capital stock.

Huron, S. D.—The recently organized Farmers Co-operative Co. is remodeling the elvtr. it recently bot.

Burbank, S. D.—The McCaul-Webster Elvtr. Co., of Sioux City, Ia., will rebuild its elvtr. burned here Oct. 27.

Bath, S. D.—We expect to build a 40,000-bu. up-to-date elvtr. in the spring.—Bath Exchange. G. P. Patterson, mgr.

Bowdle, S. D.—J. G. Kraft, prop., Bowdle Grain Co., will equip his elvtr. with a Hall Signaling Distributor.

Sinai, S. D.—Erny Johnson, of Balaton, Minn., has succeeded Simon Soward as mgr. for the Farmers Shipping Ass'n.

Glenham, S. D.—The Equity Exchange has installed a double stand of legs, overhauled its automatic scale and cleaner and painted the elvtr.



Elk Point, S. D.—The Wm. Slaughter Grain Co. is reported to be planning to build an elvtr. here next summer.—Dan G. Greig.

Sioux Falls, S. D.—John McQuillen, for many years in the grain business at Ponca, Neb., has entered the grain trade here and will operate as the Sioux Grain Co.

Talma (Irene p. o.), S. D.—The Western Terminal Elvtr. Co. of Sioux City, Ia., has bot the elvtrs. of the Fritzson Grain Co. at this station and at Namoni (Lennox p. o.).

Moritz, S. D.—The Farmers Elvtr. Co. has installed a cleaner and a new gas engine in its elvtr., which was formerly owned and operated by G. W. Van Dusen & Co. R. M. Carr is mgr.

Avon, S. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of Frank Smith and engaged A. J. Macy, formerly mgr. of the Farmers Elvtr. Co. at Wakonda, as mgr.—G. C. Maxson, Wakonda.

Hurley, S. D.—We have just bot the elvtr. of J. H. Farnsworth and now have 2 elvtrs. here. We have installed a Trapp Auto Dump and have secured C. L. Williams as mgr. He was formerly traveling auditor for the Uppike Grain Co. and traveling solicitor for the Merriam Commission Co.—Farmers Union Elvtr. Co.

Chancellor, S. D.—We have bot an elvtr. here and are in possession. A. A. Schroeder is pres. of the company, A. A. Erickson, sec'y, and H. G. Weeldryer, treas. We are going to put in a truck dump and make some other repairs next spring. I was formerly mgr. at Storden, Minn., but like it better here.—H. M. Vander Graaf, mgr. Farmers Elvtr. Co. The company is believed to have bot the elvtr. of F. J. Meir.

Gayville, S. D.—I bot the interests of the Gayville Elvtr. Co., for which I was mgr. and am now operating the elvtr. personally on my own account as the Gayville Grain Co. The report that Sturk Lee has an interest in the company is untrue. I will make a few improvements in the house and will install an electric motor as soon as the city electric plant turns on the current. I handle grain and coal.—J. P. Olson.

Plana, S. D.—August A. Brovald, formerly mgr. of the Farmers Elvtr. Co., is alleged to have been arrested in La Moure, N. D., and brot back to this city on the charge, said to have been made against him by D. B. Jones, an official of the elvtr. company, of embezzling \$924 from the company. It is reported that he has been bound over to the circuit court on bonds of \$1,500. He has been living in North Dakota for the last year.

## SOUTHEAST

Augusta, Ga.—Grain and feed dealers of this market are organizing a grain exchange.

Henderson, N. C.—The Vanco Mills, Inc., have let contract for a new mill and elvtr. to the Deverell Spencer Co. Up-to-date machinery will be installed.

Augusta, Ga.—The Delier & Speir Milling Co. recently reported as building a warehouse for grain and flour, cannot be located here. Mail is returned unclaimed.

Mobile, Ala.—I am mgr. of the grain dept. of H. M. Hooper & Co. Mr. Hooper was formerly in the merchandise brokerage business for himself, but was later identified with McAndrews Hooper & Co. Still later he formed the present company.—W. J. McKinney.

Fredericksburg, Va.—We are now building a reinforced concrete elvtr. and we expect to have it completed and ready for machinery about Jan. 1. We will install elvtrs., cleaner, hopper and automatic scales. All of the machinery will be operated by electricity.—Young-Sweetser Co.

## TENNESSEE

Tullahoma, Tenn.—Brantly, Lowe & Co. have engaged in the grain business at this point.

Covington, Tenn.—James G. Owen and Drew C. Moore have bot the grain and hay business of Marks & Anderson, who will now move to Memphis.

Memphis, Tenn.—The Stout-Hunt Milling Co. has bot the plant of the Yates & Donelson Co. and will make improvements at once. C. B. Stout is pres. and gen. mgr. and M. W. Hunt vice-pres. of the company.

## NASHVILLE LETTER.

J. H. Wilkes & Co. are overhauling their warehouse, increasing its capacity and installing flour blending machinery.

The Just Mills are increasing their elvtr. capacity in the South Nashville plant.

The Nashville Grain & Feed Co. has opened offices in the Independent Life Bldg. Roy M. Huston and E. F. Eve are props.

## CHATTANOOGA LETTER.

The Mountain City Mills expect to be using their new corn meal mill before Dec. 1.

F. A. Hood & Co. are planning the erection of a \$25,000 warehouse for handling grain, flour and seeds.

Bagley & Semmes have moved their offices from the Volunteer Building to Boyce St., where they have a warehouse for handling grain, hay and feeds.

## TEXAS

McAllen, Tex.—The McAllen Grain & Implement Co. has moved from West McAllen to McAllen proper.

El Paso, Tex.—T. D. Watkins and John D. Gather, of Pecos, will engage in the grain business here, with offices in the Trust Bldg.

Dundee, Tex.—Dundee Elvtr. Co. incorporated; capital stock, \$4,000; incorporators, J. C. Hunt, Chester Morgan, and Alexander Albright.

Abernathy, Tex.—Farmers Coal & Grain Co. incorporated; capital stock, \$6,500; incorporators, L. S. Heggen, C. F. Buske, and W. A. Harrell.

El Paso, Tex.—We have recently opened an office here, in the New Trust Bldg.—W. H. Wortham, mgr., West Texas Grain Co., Sweetwater.

White Deer, Tex.—Our officers are E. H. Grimes, pres.; A. J. Dauer, sec'y-treas., and myself mgr.—R. C. Lawver, Farmers Mill & Elvtr. Co.

Panhandle, Tex.—We understand there is to be a new elvtr. built here in the near future by farmers.—R. C. Lawver, mgr. Farmers Mill & Elvtr. Co., White Deer.

Celina, Tex.—The Celina Mill & Elvtr. Co. has decided to again operate under this name after operating for 3 years as the Phoenix Elvtrs. When the company's mill burned in 1916, the name was changed.

Kress, Tex.—We have sold our elvtr. at Plainview but still own the one at this station and operate it under our name. We are also continuing business at Plainview under the same name.—Cobb Grain Co., per A. G. Cox, Plainview.

Kingsville, Tex.—The Kingsville Commission Co., of this city, and the Bishop Mfg. Co., of Bishop, have been consolidated and the Bishop plant, consisting of a mill, elvtr. and ice plant, will be moved here, a site having already been secured.

Galveston, Tex.—We have made arrangements with the Stone Forwarding Corporation, American Natl. Ins. Co. Bldg., to act as our agts. at this port and we are prepared to serve our clients thru this office.—The W. L. Richeson Co., Inc., New Orleans, La.

Nacogdoches, Tex.—The exact figures on our recent fire are as follows: 275 tons of alfalfa were destroyed; loss \$11,000, insurance \$8,000. Cause of fire spontaneous combustion due to leaking roof. The building was owned by John Schmidt and operated by us.—W. T. Wilson Grain Co.

Port Arthur, Tex.—I was in Kansas City at the time of the Murray dust explosion and since coming here our elvtr. has been equipped with a complete system of dust collectors and we are reducing the dust explosion hazard in every way possible.—Elbert E. Sailes, supt. Elvtr. "A."

Corpus Christi, Tex.—There are two firms operating as the Taylor Grain & Elvtr. Co. in this state. One is the Taylor Grain & Elvtr. Co. of this city, members in good standing of the Texas Grain Dealers Ass'n. The other is located at Taylor, Tex., and in 1918 was known as the J. Gottlieb Grain Co. Some months later they changed to the Taylor Grain & Fuel Co. and still later to the Taylor Grain & Elvtr. Co., which is the name they are now using.

## FORT WORTH LETTER.

The federal court is now hearing testimony regarding the solvency of the Walker Grain Co.

Fort Worth, Tex.—E. G. Rall has let contract to James Stewart & Co. for a warehouse to replace the old wooden elvtr. formerly used as such, that burned last month.. Work will be started at once.

## UTAH

### OGDEN LETTER.

The Sperry Elvtr. & Storage Co. incorporated; capital stock, \$25,000; incorporators and officers, C. H. Barton, pres.; G. B. Flack, vice-pres.; and O. J. Stillwell, sec'y-treas.

Altho the Albers Milling Co. has storage capacity for 350,000 bus. of grain, it will build additional storage in the spring if labor and other conditions are favorable.

The employees of the Globe Grain & Milling Co. raised a huge American Flag, which they had bot with their own contributions, Nov. 11, during the armistice day celebration. The flag floats from a flag pole 75 ft. high, which stands on a tower 185 ft. high, making it a total of 260 ft. from the ground.

## WISCONSIN

Elk Mound, Wis.—Elk Mound Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, E. O. Wright, E. M. Scott and James Brackett.

Milwaukee, Wis.—New members of the Chamber of Commerce are Courtney H. Casebeer, Wm. H. Bartz, Robt. L. Fairbairn, Hart C. Putnam and Michael F. Cudahy.

Thorp, Wis.—The Barrett Bros. Milling & Produce Co. has been reorganized and will now operate as the Farmers Milling & Elvtr. Co. Chas. Kruse is pres.; Otto Sommer, vice-pres.; V. Prsybyski, sec'y-treas. and Fred Burley, mgr. The new company will buy the interests of the Barrett Bros.

Forestville, Wis.—Forestville Grain & Feed Co. incorporated; capital stock, \$10,000; incorporators, Samuel, Edward M., and Matthew Perry, W. H. Baster, John Sloan and Geo. Schmit. The new company has bot the elvtr. of Froeming & Bussec. John Poh will remain as mgr. for the new company, having served the old company as agt.

## Mixing Grain Is Expensive.

BY TRAVELER.

It is a fact apparent to every country grain dealer that the mixing of grain in the elevator is a costly proceeding unless the mixing is done intentionally and with care to bring about an improvement in the grade or condition. In many instances it is desirable to mix two or more grades of one kind of grain for the purpose of increasing its salability and its market value; but no dealer would knowingly mix wheat and corn. Nor would he permit the continued accidental mixing of two kinds of grain if he will stop long enough to figure the cost.

Recently there came to my attention the accidental mixing of wheat and milo maize that is worth recording for the information it conveys to other dealers. In this case a carload of milo maize was caused to grade No. 3 because of the presence of 8% wheat, altho all other factors would have permitted a grade of No. 2 on the milo. The exact quantity contained in the car is not known, but for the purpose of illustrating the effect of this mixing a 60,000-lb. car will be taken. In the carload of 60,000 lbs. the 6% of wheat would represent a total weight of 4,800 lbs. of wheat, or 80 bushels.

The value of the wheat may be reckoned at approximately \$2.15 per bu. track point of origin, and that of the milo \$2.30 per cwt. track point of origin. In this case no difference will be made in the value of No. 2 and No. 3 milo for the reason that the car in question was sold to be No. 3 or better. At \$2.30 per cwt. the shipper received \$110.40 for the 4,800 lbs. of wheat. If the wheat had been kept separate it would have brought \$172.00 at \$2.15 per bu., and this price is a very conservative one for the quality of wheat in question. The difference, \$61.60, represents a direct loss to the shipper.

This concrete example shows conclusively the loss that may result because of accidental mixtures, and it would not require many such cars to pay for the cost of whatever repairs or alterations it might be necessary to make to prevent mixing.



## Feedstuffs

J. B. EDGAR, of the Edgar-Morgan Co., is vice-mayor elect of Memphis.

KERSEY, COLO.—The Great Western Alfalfa Milling Co. has begun the erection of a \$20,000 mill.

THE CLINTON Alfalfa Milling Co.'s plant at Clinton, Okla., recently destroyed by fire, will be rebuilt.

THE EMPIRE STATE ALFALFA MILLS at Munnsville, N. Y., have installed new alfalfa grinding machinery.

CHATTANOOGA, TENN. The Winer Feed Co. has purchased feed mixing machinery to be installed at an early date.

THE VOIGT MILLING CO., Grand Rapids, Mich., has registered a trade mark formed of a "V" descriptive of its stock and poultry feed.

CHATTANOOGA, TENN.—T. M. Daniels & Co. are building a mixed feed plant and expect to be ready to commence business before Jan. 1.

ON ACCOUNT of failing health, Edwin T. Solfisburg has resigned as vice-pres. of the Golden Grain Milling Co. of East St. Louis, Ill., and disposed of his stock.

CHICAGO, ILL.—The Smith-Manire Commission Co. has opened offices in Chicago and in Memphis, to specialize in feeds. Mr. Smith has been connected with the feed trade in Chicago and Mr. Manire in Memphis.

LEGISLATION relating to commercial feeds will not be brot before the house com'te on Agriculture until some time in January, according to the present plans of Representative Haugen of Iowa, chairman of the com'te.

ROSSFORD, O.—The Larowe Milling Co. will build a \$500,000 feed plant and work will be started at once on the warehouses, 85x400 feet, 85x320 feet and 85x100 feet in size. The main offices of the company are in Detroit, Mich.

THE PRATT FOOD CO., of Philadelphia has acquired a site at Hammond, Ind., where it will erect a new brick factory with 300,000 feet of floor space. General offices of the company will be moved to Hammond, it has been announced.

CHATTANOOGA, TENN.—The Chattanooga Feed Co. is installing feed mixing equipment in its large brick warehouse and work is being rushed to finish the work before the first of next year. The feed manufacturing capacity will be 200 tons daily.

THE SQUIBB-CARTER-SQUIBB Feed Manufacturing Co., of Lawrenceburg, Ind., and the Eikenberry-Fitzgerald Feed Co., of Cincinnati, have merged their business. The former will manufacture feeds, while the Cincinnati end of the company will market the product.

THOMAS R. PUGH and Joseph W. Pugh, trading as the Wilmot Oil Mill, Wilmot, Ark., entered a plea of guilty and were fined \$50 on the charge of misbranding and selling an inferior cottonseed meal for prime cottonseed meal. Prosecution was under the food and drug act.

MINNEAPOLIS, MINN.—A new firm to be known as the Opsal-Fleming Co. has entered the millfeed jobbing business here. The firm is composed of Rudolph Opsal, former ass't sales mgr. St. Paul Milling Co., and Robert Fleming, son of H. F. Fleming, pres. St. Paul Milling Co.

THREE CARLOADS or 15,000 sacks of stock feed branded "wheat shorts" or "gray shorts" were received by the Grain Products Co., of Birmingham, Ala. It is claimed by state officials that the sacks contained a large percentage of bran. The shipment came from Alva, Okla.

MORROW, O.—The Morrow Feed & Supply Co. will branch out into the feed business. Its capital stock has been increased to \$50,000.

MEMPHIS, TENN.—The Tri-State Milling Co. has been incorporated with \$10,000 capital, to engage in the manufacture of stock feed. F. S. Millington, J. D. Faison and E. W. Smith are the incorporators. The company will employ three traveling salesmen, a city salesman and about twenty men.

A MAMMOTH PLANT for the manufacture of food for human and animal consumption from alfalfa will be constructed by the Alfalfa & Cereal Co., of Sioux City, Ia., which has been organized with a large capital. A flour mill and a general feed manufacturing business also is contemplated.

SWANTON, VT.—Rebuilding of the plant of the Lapelle Poultry Food Co., a branch of the Park & Pollard Co., Boston, Mass., has practically been completed. The company suffered a loss of some \$125,000 last August by fire in one of the three plants which it operates here. The grain elevator, mixing room and warehouses were destroyed at that time.—S.

PROSECUTION of the Sutherland Flour Mills Co., of Cairo, Ill., under the food and drug act for adulteration and misbranding resulted in admitting the charges by the defendant company and the order of court that defendants should execute a bond of \$250 and the goods be forfeited. The prosecution alleged a misleading analysis on sacks of Daisy dairy feed.

THE BALLARD & BALLARD Co., Louisville, Ky., is making large additions to its capacity for manufacturing feeds, which will be marketed along with the Company's corn and wheat products. It has recently doubled its corn mill storage capacity and by using part of its wheat elevator will have a corn storage capacity of 200,000 bus. Its corn mills are running 16 hours a day in two shifts.

THE OCCIDENTAL MILL Co.'s feed mill in the milling district of Minneapolis burned Nov. 14 about noon. The weather was cold and it proved a difficult fire to contend with, requiring three hours of work by the firemen to get it under control. It was owned by Wm. Bassett, and was used principally for grinding screenings. The loss was \$60,000, which included 250 tons of screenings owned by the W. P. Defereux Co. The mill was built in 1883.

COTTONSEED received at American mills from Aug. 1 to Oct. 31, 1919, was 1,557,310 tons, against 1,913,719 tons for the corresponding period a year ago. Seed crushed for the three months amounted to 972,203 tons, compared with 914,297 tons in 1918. Seed on hand at the end of the present year period was 608,832 tons, against 1,039,860 tons Oct. 31, 1918. Cottonseed cake and meal shipped out and on hand Aug. 1, 1919 and 1918, were as follows: On hand (tons) 1919, 28,751; 1918, 44,548; shipped out, 1919, 353,567; 1918, 376,262.

### Exports of Feedstuffs.

September exports of feedstuffs compared with September, 1918, and for the 9 months ending August, 1919, compared with the 9 months ending August, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

|                          | September—<br>1919. | 1918.      | 9 mos. ending Sept.<br>1919. | 1918.      |
|--------------------------|---------------------|------------|------------------------------|------------|
| Bran and midds., tons    | 23,493              | 464        | 6,116                        | 3,941      |
| Dr. gr. mtl. rpts., tons | 002                 | .....      | 1,074                        | 008        |
| Mill feed, tons          | 409                 | 306        | 6,920                        | 8,400      |
| Corn oil cake, lbs.      | 123,954             | 64,000     | 3,941,539                    | 67,850     |
| Cottonseed meal, lbs.    | 18,792,221          | 1,000      | 184,759,387                  | 4,529,121  |
| Cottonseed cake, lbs.    | 6,536,708           | .....      | 2,226,940                    | 1,383,250  |
| Linseed cake, lbs.       | 52,141,857          | 23,009,360 | .....                        | .....      |
| Linseed meal, lbs.       | 1,550,164           | 3,953,365  | 21,379,010                   | 20,134,812 |

JOLIET, MONT.—The Joliet alfalfa meal mill, which was erected as an extension of the Carbon county flour mills, has begun operations. It will be able to manufacture about two carloads a day from hay bought from farmers and will conduct a wholesale and retail business.

AN INCREASED USE of cottonseed meal and cake for feed and a decreased use for fertilizer is seen in recent tendencies in the trade. This is said to be on account of a recognition of its protein value. In the southwest, where most of the meal has been used for fertilizer, a question exists as to what will be done for fertilizer now that the price of meal and cake is advancing.

### New Alabama Standards.

New standards adopted by the division of food, feeds and drugs of the Alabama department of agriculture are said to be causing great concern among millers of the south-east, who say they will be unable to comply with the requirements and will have to quit business in the state. The official bulletin of the division is given below:

Until official feed standards of Alabama for the wheat by-products are announced and become effective, all brands of wheat shorts, wheat middlings, wheat bran and other wheat by-products, which are registered or the application of which is on file, may be shipped into and sold in this state only when the standards of purity and labeling conform, in analysis, to the figures furnished in the table hereinafter set out, and in all other respects to the definitions adopted by the association of feed control officials of the United States, Nov. 18-19, 1915, and when the invoice of wheat middlings or wheat shorts is stamped or otherwise made to read, in conspicuous type, "Pure Wheat Middlings, free from reground bran or other adulterations." "Pure Wheat Shorts, free from reground bran or other adulterations." When wheat screenings are present, the term "wheat screenings" must be used in connection with the brand name "shorts" or "middlings," and in same size and kind of type.

LAREL  
(Henry & Morrison's Feed and Feeding, Seventeenth Edition, P-643).

|   | Water         | Ash     | Crude Protein   |       |
|---|---------------|---------|-----------------|-------|
| Flour wheat midd's.....                 | 10.7          | 3.7     | 17.8            |       |
| Standard wheat middlings (shorts).....  | 10.5          | 4.4     | 17.4            |       |
| Wheat bran, all analyses.....           | 10.1          | 6.3     | 16.0            |       |
| Wheat bran, winter.....                 | 10.6          | 6.3     | 15.7            |       |
| Wheat bran, spring.....                 | 10.4          | 6.3     | 15.7            |       |
| Wheat feed (shorts and bran).....       | 10.1          | 5.2     | 16.8            |       |
| Wheat screenings .....                  | 10.2          | 3.9     | 13.3            |       |
|   | Carbohydrates | N-free  | No. of analyses |       |
|   | Fiber         | Extract | Fat             |       |
| Flour wheat midd's.....                 | 4.7           | 58.1    | 5.0             | 470   |
| Standard wheat middlings (shorts) ..... | 6.0           | 56.8    | 4.9             | 4,641 |
| Wheat bran, all analyses.....           | 9.5           | 53.7    | 4.4             | 7,741 |
| Wheat bran, winter.....                 | 8.8           | 54.2    | 4.4             | 138   |
| Wheat bran, spring.....                 | 10.2          | 52.6    | 4.8             | 218   |
| Wheat feed (shorts and bran).....       | 7.6           | 55.7    | 4.6             | 1,601 |
| Wheat screenings .....                  | 7.4           | 61.1    | 4.1             | 66    |

Effective Nov. 1, the traveling agents of the department are instructed to intercept, in the manner prescribed by law, the sale of any shipments of shorts or middlings, the invoice of which is not stamped as above set out, and of these and other wheat by-products which are found not to conform in all other respects to the regulations as above set out. Any broker or dealer who receives and offers for sale any shipment or lot of said products, branded or sold for shorts or middlings, under an invoice which does not bear the declarations of purity, as herein above set out, is guilty of violating these regulations, and on conviction is subject to penalty under the Commercial Feed Stuff Act, approved Feb. 15, 1919, and subsequently amended and approved Sept. 30, 1919.

### To Bring Back the Horse.

The horse is not to be driven off the face of the earth by automobiles and motor trucks. The horse offers a better and more economical service for short hauls and in congested districts. These are the conclusions of the Horse Publicity Ass'n, recently formed in New York, which will undertake to bring the horse back in his former position.

The Ass'n will hold a meeting in the Congress hotel in Chicago Dec. 4 of men and women who believe in the horse and his future, who will bring before the public facts regarding the value of the horse in agriculture, commerce and transportation.

A banquet to which all friends of the horse are invited will be held the same evening.



## Feed Bills Before Com'ite in January.

The Mann commercial feed bill, H. R. 10513, which will be brot before the com'ite of Agriculture in January, authorizes the Sec'y of Agriculture to regulate the sale and shipment in interstate and foreign commerce, to establish standards of classification of commercial feed and forbids deception. It also provides that the sec'y of Agriculture shall give 60 days' notice of the establishment of, or any alteration or modification of such standards.

The Haugen bill, companion bill of the Mann feed bill, is known as H. R. 8342 and contains most of the features of the Mann bill but is more drastic. Members of the Agricultural Com'ite have received many protests against it and it is expected that certain modifications will be made before it is reported by the com'ite.

## Keeps Wheat Price Secret.

Canadian farmers are not to know the price they will receive for their wheat crop till the close of the crop year, Aug. 31, 1920, according to James Stewart, chairman of the Canadian wheat board. Mr. Stewart said some export wheat had been sold, but he would not make public the price, for the reason that it might affect the selling price of the remainder of the crop.

THE MOHLENBROOK MILLING Co., of Campbell, Ill., has lost its federal grain license for failure to allow a representative of the food administration to inspect its books and property and to furnish information regarding license business.

INDIA'S wheat acreage for 1918-19 shows a decrease of 1,723,000 acres, or 33 per cent, compared with 1917-18, according to the final memorandum issued by the Indian department of statistics. The total yield of the crop harvested is estimated at 7,502,000 tons, as against 9,922,000 last year, a falling off of 24 per cent.

## Chief Ulrich Dead.

Henry Ulrich, chief of the grain sampling and seed inspection department of the Chicago Board of Trade, died at his home Nov. 12, after an illness of several months. A complication of diseases was followed by pneumonia, of which he died, at the age of 61.

Mr. Ulrich was appointed to the position in August, 1916, succeeding Robert Kettles, as chief grain sampler. His experience in the grain trade dated back to 1878, and his start is worth relating. He was a boy of 20 just out of school and wishing for a job. One day he was standing on the Burlington viaduct in Chicago, watching a number of car jumpers at work around a train of grain cars, when James McCauley, one of the samplers, offered him temporary work opening car doors. Young Ulrich jumped at the offer, but on a trial, he found he was unable to open doors fast enough to keep ahead of the samplers. So he gained permission to begin work at 5 o'clock in the morning, instead of 7, in order to get a start on the day's work. This gave him a standing with his superiors, who recognized his interest by promoting him to sampling.

One of the first acts of W. S. Cowen on his appointment as state grain inspector was to make Mr. Ulrich a supervisor. He held the position of supervisor under Mr. Cowen nine years and under Mr. Gibbons till 1914. In that year, the Grain Com'ite of the Board of Trade employed him to assist Mr. Kettles in sampling for the Board. His appointment as chief sampler followed two years later. Mr. Ulrich did not depend on influence to hold office under the state during his long years of service, but strictly on the performance of his duties.

C. F. Lias is carrying on the work of the sampling department since Mr. Ulrich's death. No immediate appointment of his successor is expected.

## Why Country Buyers Do Not Apply Federal Grades.

BY ROLLIN E. SMITH, GRAIN SUPERVISOR, U. S. DEPART. OF AGRI.

It is asserted by critics of the Federal grades for wheat that the grades can not be applied by country buyers, because of the lack of time. But that is not the real reason in most instances where grain is bought of the farmer on some basis other than the Federal grades.

The attention of the Bureau of Markets, United States Department of Agriculture, has been called to many instances where country elevator managers make no attempt to apply the Federal grades. A well-known southwestern grain dealer who recently completed a tour of country stations has advised the Bureau of Markets of the conditions that he encountered. He said:

"Not only is there a lack of knowledge of the Federal grades among country dealers, but the most primitive methods are used by many in buying grain. Buyers rely almost wholly on the weight per bushel test. Yet some were using testers that had the beams fastened to the rings by wire or a bent nail. Furthermore, the weight was taken on the wheat without removing the dockage. Buyers are afraid to assess dockage against the farmers. They attempt to buy wheat with the dockage in at a reduced price."

Such conditions should not exist; no man who buys grain from farmers should be ignorant of the Federal grades for wheat, shelled corn, and oats. Any grain buyer can easily familiarize himself with the few primary features of the grades. Every farmer has a right to demand that his wheat, shelled corn, and oats, when he sells them, be graded, and the price made accordingly.

Some line elevator companies complain that they lose on grade on the wheat bought in the country by their elevator managers. The wheat is graded lower, as a rule, at the terminal market than the grades given to the farmers by the companies' buyers. The companies do not tell the whole of the story, however. For, not only are many buyers "afraid to assess dockage against the farmers," but they are also "afraid" to buy on grade,

even when they are familiar with the grades. The farmer, as a rule, wants No. 1 grade for his wheat, or, if it is obviously not No. 1, he wants No. 2. So the buyer gives him his grade, but offsets the grade by paying a little lower price than No. 1 or No. 2, or by not allowing full weight, or, in States where dockage is charged, one or two pounds a bushel is discounted for dockage.

The farmer is pleased, for he got the grade he wanted, and the buyer holds his customer. If the buyer is buying and shipping on his own account, the incident is closed when the farmer is paid; but if the buyer is an agent for others, the incident is the beginning of trouble and dissatisfaction. Much of the wheat bought from the farmer as No. 1 does not grade No. 1 at the terminal market to which it is shipped, because it wasn't No. 1 when bought, and the buyer knew it—and he didn't pay for No. 1. But when the buyer is the agent for a line elevator company or a farmers' elevator company, the company is dissatisfied because it "loses on grade"; dissatisfied because the licensed inspectors at the terminal do not give the same grade as their agent gave to the farmer.

It is, of course, impossible for a buyer to apply many tests to every load of wheat hauled to his elevator, nor is it necessary. An elevator has a limited number of customers, and the buyer usually knows every farmer personally. Furthermore, he knows the quality and condition of his grain after a load or two has been marketed. The buyer may easily make the necessary tests on a sample from the first load, and keep the sample as a type sample of that farmer's wheat or corn or oats for the remainder of the season.

It is not unusual, in some localities, for a farmer to bring a sample of his wheat to the buyer soon after thrashing, and offer to sell his crop on the basis of a price made on the sample, with the understanding that the wheat when hauled shall be equal to the sample. This gives the buyer plenty of time to apply all the tests necessary to establish the correct grade of the grain.

## Morrill Convicted of Forgery; Plead-ed Guilty.

E. C. Morrill, of Beresford, S. D., was convicted of forging Bs/L in the federal court at Sionx Falls, S. D., Nov. 12, and received a sentence of \$3,000 fine and 6 months in jail. He pleaded guilty.

Morrill was a member of the firm of Morrill & Robertson who bot an elevator at Beresford, after Morrill had an unsuccessful experience with a farmers' elevator. The business was conducted by a corporation, Morrill, Robertson & Co., being financed by the Brown Grain Co., of Minneapolis.

Morrill ran behind in running the business. He was deficient in courage to face the situation and resorted to the expedient of forging Bs/L in order to get money for settling with farmers, making drafts on commission firms with Bs/L attached signed with the name of the railroad agent in pencil "per E. C. M." This began about Jan. 27. Morrill used the name and a number of cars were actually loaded with wheat, but in some cases he described the contents as corn. This ran along till E. W. Wagner & Co. became suspicious because cars supposedly consigned to them did not arrive. They started an investigation with the result of finding that cars with these numbers had gone elsewhere. It was found that 14 of these drafts and Bs/L were out with firms in Chicago, St. Joseph, Kansas City, Omaha and Milwaukee. Among the firms who held the bogus paper were the Armour Grain Co., and Lamson Bros. & Co.; also the Updike Grain Co., Runkel & Dadmun, J. V. Lauer, Holdridge Grain Co., and Butler & Welsh, his liabilities being \$41,000 to \$50,000. When he was asked why he worked a scheme that was sure to be found out, Morrill said he was afraid the farmers would kill him and he thought the grain men would be more lenient.



Henry Ulrich, Chicago, Ill., Deceased.



## Grain Carriers

THE BRITISH steamer *Bretanier* ran aground on Virginia Beach near Baltimore and unfavorable winds prevented floating the steamer for several days.

W. M. KAUFMAN & Co. of Buckley, Ill., have started suit against the Illinois Central Railroad for loss of grain in transit. Owen L. Coon, Chicago, represents the shipper.

PERMITS will not be required for shipments of grain to New Orleans for domestic use. Permits will continue to be required on grain for export. On shipments of grain for California points permits will not be required.

GALVESTON announces that it is able to handle all export grain shipments offered, being advised that ocean tonnage will be able to take away 5,500,000 bu., while grain in storage and en route amounts to only 4,000,000.

THE HEAVIEST LOAD of wheat ever received in Omaha, so far as records show, was from the Julesburg Co-operative Ass'n, of Julesburg, Colo., and was consigned to the George A. Roberts Grain Co. The car contained 2,507 bus., weighing 150,460 pounds.

THE STEAMER NEGAUNEE arrived at Buffalo from a Lake Superior port with a cargo of oats. Buffalo elevators were full, the steamer had no unloading permit and was compelled to wait for some time, with a possibility of having to take her cargo elsewhere.

THE LAKE STEAMER John Owen is supposed to have gone to the port of missing ships. It has been missing for over a week and is thought to have sunk in Lake Superior with a cargo of 100,000 bus. of rye. She was one of the Richardson fleet of Cleveland.

THE EAST LINCOLN FARMERS Grain Co. of Lincoln, Ill., and the Farmers Elevator Co. of Plainfield, Ia., have started suits, thru their attorneys, Rathbone & Coon, of Chicago, Ill., against the Chicago & Alton Railroad and the Illinois Central Railroad for loss of grain in transit.

A BILL to provide seaport storage for grain and mill products has been introduced in the Senate by Knute Nelson of Minnesota. It authorizes and directs the Interstate Commerce Commission to conduct investigations and make reports relating to warehouse facilities of common carriers at seaport. The bill also "requires the carrier to provide" storage. It directs the Interstate Commerce Commission to make an investigation of the warehouse facilities of the various carriers at the different ports for the purpose of determining whether such facilities are adequate for the prompt and efficient handling of grain for export. The commission, as proposed by the bill, will be given authority to fix reasonable charges for storage of grain and grain products in all warehouses owned and operated by the carriers.

WIDENING of the Welland canal between Lake Erie and Lake Ontario and deepening of the channel of the St. Lawrence river to give access to Chicago for ocean going ships is one of the plans to be brought before the national rivers and harbors convention to be held in Washington Dec. 9, 10 and 11. H. H. Merrick, president of the Chicago Ass'n of Commerce, will be present to urge joint action between Canada and the United States to provide a 30-foot channel in the St. Lawrence to tidewater at Montreal. The Canadian government has a plan for locks in the Welland canal 800 feet long, 80 feet wide and thirty feet deep. During the war, when large lake vessels were taken through the canal to get them to tidewater, it was necessary to cut them in two and float the parts thru the canal separately, the parts afterward being spliced together.

SENATORS and congressmen from the 22 states of the Mississippi valley will meet in Washington Dec. 1 to 3, in convention of the Mississippi Valley Ass'n. Demands for appropriations for comprehensive development of the waterways and highways of the valley along definite programs will be presented to the interior and war departments and the Shipping Board will be asked for allocation of ships in the earliest possible future, recognition of the facilities of and justice for the gulf ports, zone ports investigation and announcement of the merchant marine policy.

### New Demurrage Rules Effective Dec. 1.

Walker D. Hines, director-general of railroads, has just promulgated General Order No. 7-A, superseding No. 7, and making effective Dec. 1, 1919, a complete schedule of demurrage rules and charges, from which the following is taken:

**Free Time.**—Rule 2.—Section A.—48 hours' (two days) free time will be allowed for loading or unloading all commodities. (See rule 2, section B, paragraph 4.)

Section B.—Twenty-four hours' (one day) free time will be allowed:

1. When cars are held for reconsignment, diversion, or reshipment, or held in transit on order of consignor, consignee, or owner.

Note.—This will not apply to cars subject to rule 2, section B, paragraph 3.

The term "diversion" or "reconsignment" will be applied as defined in the reconsignment tariffs of this railroad, except that under this rule when a car is placed for delivery at destination a "turnover" (or order for delivery to another party) which does not involve an additional movement of the car is not a reconsignment. (See rule 2, section A.)

A reshipment is the making of a new contract by which under a new rate the original lading, without being unloaded, is forwarded in the same car to another destination.

2. When cars destined for delivery to or for forwarding by a connecting line are held under tariff regulations for surrender of B/L or payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading, including reconsignment or other disposition orders. At stations where grain and hay may be inspected or graded, the consignee agreeing with the carrier in writing for file at the station, to accept the bulletining of the cars as due and adequate notice of arrival, the bulletins must be posted by 9 a. m. of each day, showing the previous 24 hours' receipts, and the free time (24 hours) is to be calculated from the first 7 a. m. thereafter. Where there is no agreement for bulletining of cars, the free time must be calculated from the first 7 a. m. after the day on which notice of arrival is sent or given to the consignee.

Exception. At Chicago, Ill., and Kansas City, Kans.-Mo.—On all grain held in transit subject to Federal or State inspection, and on seeds (field or grass), grain screenings or seed screenings, held in transit, subject to recognized official inspection, free time for disposition will expire at 6 p. m. of the day that inspection is reported by the inspection authorities on or before 11 a. m. No additional free time will be allowed for reinspection or appeal. The bulletin form of notice may be used in lieu of written notice of arrival to the consignee.

Exception. At St. Paul, Minneapolis, Minnesota Transfer, Camden Place, Duluth, West Duluth, Minn., Superior, Superior East End, Central Ave. (Superior), Allouez or Itasca, Wis.—On all grain subject to Federal or State grain inspection received on or before 8:30 a. m., and upon which notice of arrival is given by 9 a. m., disposition shall be given not later than 4 p. m. the same day, provided inspection is reported to the office of the Federal or State grain inspector before 11 a. m. When a reinspection is called before disposition is given, one day additional free time will be allowed, provided local freight agent is notified of the call on day of inspection and a change in grade is allowed by the Federal or State inspector. If no change in grade is allowed, demurrage will be assessed, provided disposition is not furnished before 5 p. m. of the day car is first inspected. On all cars loaded with grain and inspected (if for inspection) prior to 6 p. m. disposition must be given not later than 4 p. m. the following day, excepting that where reinspection or appeal is called and the grade is changed by Federal or State inspector or appeal board, one additional day of free time shall be allowed.

4. Except as otherwise provided in rule 2, section A, when cars are held to complete loading or to partly unload.

Note.—When a car held for unloading is partly unloaded and partly reloaded, 48 hours' free time will be allowed for the entire transaction.

5. On cars containing freight in bond for customs entry and Government inspection.

Section C.—Cars containing freight for trans-

shipment to vessel will be allowed such free time at the port as may be provided in the tariffs of the individual carriers lawfully on file with the Interstate Commerce Commission.

**Computing Time.**—Rule 3.—In computing time, Sundays and legal holidays (National, State, and municipal), but not half holidays, will be excluded, except as otherwise provided in section A of rule 9. When a legal holiday falls on Sunday, the following Monday will be excluded.

Section A.—On cars held for loading, time will be computed from the first 7 a. m. after placement on public-delivery tracks and without notice of placement, but if not placed within 24 hours after 7 a. m. of the day for which ordered, time will be computed from 7 a. m. after the day on which notice of placement is sent or given to consignor. (See rule 6—Cars for loading.)

Section B.—1. On cars held for orders, surrender of B/L, or payment of freight charges, whether such cars have been placed in position to unload or not, time will be computed from the first 7 a. m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See rule 4—Notification.)

Note.—The time between receipt of order and placement of car (not to include the time attributable to the act or neglect of consignor or consignee) will be deducted from the total detention to the car.

2. Orders for disposition or reconsignment, when mailed, wired, or otherwise transmitted by the reconsignor to agent of the carrier at point where cars are held, or to the agent of any carrier named in the bill of lading contract or participating in the transportation transaction, unless otherwise provided by tariff, will release cars at 7 a. m. of the date such orders are received by any such agent, provided they are sent or given prior to the date received.

Such orders mailed, wired, or otherwise transmitted and received the same date, will release cars at the hour the orders are received by any such agent.

Date of mailing to be determined by the postmark.

Note.—When order releasing a car is sent to this railroad by United States mail and the order is not received by the addressee, the car shall be considered released as of the date the order should have been delivered, provided proof is furnished by the claimant that the order was deposited in the United States mail properly stamped and addressed on the date claimed.

**Demurrage Charges.**—Rule 7.—Section A.—On cars not subject to rule 9—average agreement: After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until car is released:

For each of the first four days, \$2.

For each succeeding day, \$5.

THE GOVERNMENT crop report will be sent out hereafter at 1 o'clock on Saturday, if it is finished by that time.

JAPAN'S rice yield, according to an official forecast, will be 310,000,000 bus., or 31,000,000 bu. above the average.

EXPORTS OF DURUM wheat for the five years 1915-1919 were: 1915, 15,229,401 bu.; 1916, 24,780,169 bu.; 1917, 17,385,073 bu.; 1918, 6,587,073 bu.; 1919, 18,329,257 bu.

A VERY INTERESTING and neatly printed map entitled "Europe Delivered by the Sword of Civilization," showing the present boundaries of the European countries, has recently been issued by the Guaranty Trust Co., of Kansas City.

THE GOVERNMENT of Australia has raised the guaranteed price of flax from \$24.33 a ton to \$29.19 a ton, according to a report of the vice-consul at Melbourne. In Victoria, double the acreage was sown this year, compared with last year.

TO SAVE LOOSE HEADS of wheat in the field, some ingenious person suggests a machine of the design of a vacuum cleaner. In some cases a loss of 50 per cent. has been reported. Some farmers have used close-toothed rakes to gather up the loose heads, while others have mowed the wheat and raked it up.

"That owing to the unsettled state of Europe no hope can at present be entertained of the maintenance of a cheap bread supply by the ordinary law of supply and demand. That in order to prevent any scarcity of bread and to enable it to be bought at a figure within the reach of all, the government must have complete control over the raw material of this essential food article."



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C. & E. I. sup. 3 to 7725-B** gives rates on grain from stations on the C. & E. I. to points in Ind., Mich. and O., effective Dec. 8.

**C. & A. in 1661-D** gives rates on grain, carlots, from stations on the C. & A.; also on starch from Peoria, Ill., to Decatur, Ill., effective Dec. 10, 1919.

**C. R. I. & P. special supplement** applying in connection with participating carriers as enumerated gives minimum weights on grain and grain products, effective Nov. 20.

**C. & E. I. in sup. 4 to 8,625** gives joint rates on grain and grain products from stations on the C. & E. I. railroad to points in Ala., Ark., Fla., La. and Mississippi, effective Dec. 8.

**A. T. & S. F. special supplement** to tariffs gives minimum weights on grain and grain products applying in connection with participating carriers shown in tariffs and supplements enumerated, effective Nov. 20.

**I. T. S. Sup. 2 to 480-A.** gives local and joint rates on grain and grain products between points on Illinois Traction System in Illinois and E. St. Louis, Peoria, Venice, Ill., and St. Louis, Mo., effective Dec. 15.

**I. T. S. Sup. 2 to 450-A.** gives joint and proportional rates on grain and grain products between points on Illinois Traction System and Cairo, Ill., Cincinnati, O., Evansville, Lawrenceburg, N. Vernon, Seymour, Terre Haute, Vincennes, Ind., and Louisville, Ky., effective Dec. 13.

**C., R. I. & P. in sup. 4 to 29, 329-C** gives local, joint and proportional rates on grain, grain products and seeds, from Albright, Neb., Armourdale (Kansas City), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Ia., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Ia., Kans., Mo. and Neb. to points in Ills., Ind., Ia., Minn., S. D., and Wis.

**C., B. & Q. sup 51 to C., B. & Q., 4,000-B and Q., O. & K. C. 1,244** gives local joint and proportional rates on grain, grain products and seeds from Chicago, Peoria, St. Louis, Minneapolis and St. Paul and stations in Ia. and Mo. (except Missouri river crossings); also stations in Ia. and Mo. (except Missouri river crossings), Brockport, Ill., Metropolis, Ill., Memphis, Mobile and New Orleans, effective Dec. 1.

**C. & E. I. R. R. in sup. 11 to 622-E** gives rates on grain, grain products and grain by-products, broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (Hungarian and millet) and redtop seed chaff from stations on the C. & E. I. and from Henderson and Owensboro, Ky., and from Cairo, Ill., (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.), and Mokena Transfer, Ill. (via C., M. & G. R. R.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Dec. 1, 1919.

**C., B. & Q. 79 to C., B. & Q. 1,800-B and Q., O. & K. C. 895-H** cancels 78 and gives local, joint and proportional rates on grain, grain products, broomcorn and seeds and articles taking same rates or arbitraries higher named in tariff as amended, carloads, except as noted from between stations on the C., B. & Q. lines west of Missouri river; also Rapid City, Black Hills & Western R. R. and Chicago, Peoria, St. Louis, St. Paul, Minneapolis, Duluth and stations taking same rates or arbitraries higher named in tariff as amended; also points on lines east of Missouri river. Effective Dec. 1.

**A., T. & S. F. sup 5 to 5, 5,702, 702-E** gives local, joint and proportional rates on broomcorn, castor beans, popcorn, seeds, hay and straw between points in Kansas, Colorado, Oklahoma; also Superior, Neb., and Joplin, Mo., and Kansas City, Mo.-Kan., St. Joseph, Atchison, Leavenworth, Omaha, Lincoln, Sioux City, Chicago, Peoria, St. Louis, St. Paul and points taking same rates or arbitraries; also distance rates between stations in Kansas, stations in Oklahoma and stations in Kansas; also Superior, Neb., and Joplin, Mo.; Superior, Neb., Joplin, Mo., and stations in Kansas; also on corn husks from stations in Oklahoma to Chicago, St. Louis, E. Ft. Madison, Ft. Madison and Missouri river points, effective Dec. 20.

**C. B. & Q. sup. 92 to C. B. & Q. 3,200-B and Q., O. & K. C. 1,240** cancels No. 91 and gives local, joint and proportional tariff on grain, grain products, etc., between Missouri river points and Chicago, St. Louis, St. Paul, Minneapolis, Winona, Minn., LaCrosse, Wis., etc., effective Dec. 1.

**Erie in sup. 4 to local joint and proportional tariff 182-D** gives rates on grain, grain products and grain by-products from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Highlands, Ind., Pullman Jc., Ill., and Saxony, Ind., to points in Ind., Ky., Mich., N. Y., O., Pa., and W. Va., effective Dec. 5.

## No Charge for Reconsignment if in Free Time.

The plan of the railroad administration to force shippers to pay demurrage on grain reconsigned after reaching the first destination evidently has failed, as rate authority 1659 issued Nov. 4 cancels 16072. Demurrage will be assessed per the national rules, published elsewhere. The proposition of the administration, which the shippers successfully resisted, was to charge \$5 for reconsignment out of the city.

The new rules, which will become effective about Dec. 1 as published by the different roads, will provide that:

**RULE 1—Grain, seeds (field or grass), hay or straw, carloads,** will be placed on hold tracks of this carrier (or of the carriers parties hereto), and notice of the location of the hold tracks on which the cars are placed sent to the consignee, or posted on the bulletin board where such practice is in vogue, for the purpose of inspection (see Note 1), and held on such tracks or other tracks for disposition orders, at either the billed destination or a point directly intermediate thereto. Upon cars so placed and held the following charges will apply:

(a) Grain and seeds—When disposition order is received prior to the expiration of the free time provided for in the National Code of Demurrage Rules as published in I. C. C. No. 4, issued by J. E. Fairbanks, Agent, supplements thereto or reissues thereof, no charge. When disposition order is given after the expiration of the free time here prescribed, \$2 per car.

(b) Hay and straw, \$2 per car.

Note 1.—The inspection as referred to is:

(a) On grain and seeds, that made under National, State or Board of Trade requirements by competent and impartial authority independent of both vender and vendee;

(b) On hay and straw, such as may be necessary or desired.

**RULE 2—Cars billed direct to public team tracks, or to elevators, mills or other industries, within the switching limits of the billed destination, and there inspected and delivery taken, will not be subject to the charge provided in Rule 1.**

**RULE 3—The disposition order received after the inspection will be considered as being in lieu of the consignment instructions under which the cars arrived at inspection point.**

THE FEDERAL GRAIN SUPERVISOR began last August to teach grain grading at Portland, Ore., and the meetings have been continued each week since then. State inspectors, samplers, weighers, dock and elevator superintendents, and members of the trade have been students. Twenty-three out of twenty-five samples were graded correctly in a recent test and the men who were not perfect in the test had attended the meetings only three times. In spite of this, their errors were very slight.

THERE are several regular Sherlock Holmes mysteries in corn right now. Mystery No. 1 is the corn movement. What will it be? How soon will it develop? Weather is now ideal. Jack Frost has surfaced the country roads so that hauling is easy. Indications favor an early large movement—but there are no guarantees on it. Mystery No. 2 is the farmer's price attitude. He had a taste of high corn prices. Will he forget the beautiful \$2.00 corn dream, the bubble that burst with a sudden loud report? Or will he hold on, trusting to the winter demand to revive the high corn price? Mystery No. 3 is the public's attitude. The consumer may have to be taken into account. A year ago prices were lower than now, with enormous European demand in sight and only a short yield to draw on.—Southworth & Co.

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## Supreme Court Decisions

**Measure of Damages.**—Where there is no market price at place of delivery, buyer's measure of damages for seller's nondelivery is the difference between the market price at the nearest place having a market price and the contract price, with the added cost of transportation.—*Solomon v. Richardson*. Supreme Court of Michigan. 174 N. W. 125.

**Confirmations in Evidence.**—Where there is evidence of a practice among grain dealers, which had been followed in prior transactions between the parties, to mail letters of confirmation of oral contracts, such confirmations are admissible in corroboration of testimony that oral contracts to which they refer were made.—*Cardwell v. Uhl*. Supreme Court of Kansas. 182 Pac. 415.

**Mistake in Message.**—One who telegraphs quotations of price to another, with whom he had previously corresponded by mail, makes the telegraph company his agent, and so must settle with the sendee on the price erroneously transmitted, accepted by sendee, and can recover the loss of the company.—*W. U. Tel. Co. v. Chihuahua Exchange*. Court of Appeals of Texas. 206 S. W. 364.

**Warehouseman May Mix Like Grades.**—Under Code Supp. Iowa 1913, §§ 3138a23, 3138a24, a warehouseman may mingle grain or products covered by outstanding warehouse receipts with other grain or products of like grade, whether owned by the warehouseman or other parties, and it will not constitute conversion or confusion of goods.—*In re B. A. Lockwood Grain Co.* U. S. Circuit Court of Appeals. 257 Fed. 535.

**Carrier's Special Contract Not Discriminatory.**—A special contract between a common carrier and a shipper, made in view of an unusual flood, for the immediate and necessary removal of perishable goods beyond the reach of the flood, is not per se void unless its terms are unjust, unreasonable, or discriminatory in their nature or in their operation.—*B. & O. R. Co. v. Armstrong, Lee & Co.* Supreme Court of Ohio. 124 N. E. 186.

**Time for Claim and Suit.**—Cummins Amendment Aug. 9, 1916, to Interstate Commerce Act (U. S. Comp. St. § 8604a), prevents carriers on interstate shipments from contracting with shippers for notice of claims of amount of loss, damage, or injury to subject-matter of shipment in a shorter time than 90 days, or for filing claims in a shorter period than 4 months, or for institution of suits on claims for a shorter period than 2 years.—*Missouri Pac. R. Co. v. Martindale*. Supreme Court of Arkansas. 213 S. W. 777.

**State Has Jurisdiction of Weighing.**—State regulation of weighing of grain was not superseded by United States Grain Standards Act (Comp. St. 1918, §§ 8747½-8747½k); it in no way referring to the weighing of grain, and by section 7 (section 8747½f), as does the United States Warehouse Act (section 8747¾-8747¾pp), by section 29 (section 8747¾nn) manifesting intention to co-operate with state officials charged with enforcement of state laws for inspection and weighing of grain.—*Merchants Exchange of St. Louis v. State of Missouri*. Supreme Court of the United States. 39 Sup. Ct. Rep. 114.

**Carrier Liable for Delay.**—Where the proximate cause of injury to a carload of corn was the failure of one of the railroads which carried it to comply promptly with the request of the original consignee of the car to carry it to another point than it was originally billed to, which resulted in a delay of about one month, the railroad was liable as for a breach of its undertaking to transport to a new destination and make delivery within reasonable time, as evidenced by the B/L issued to the original consignee by its agent. Where a railroad's agent exceeded authority in issuing B/L purporting to bind the road to transport over connecting lines property it had not and never afterwards acquired possession of, but the road, by attempting to perform, adopted its agent's act, it was liable for damage resulting from negligent failure to transport and deliver within reasonable time.—*Chicago G. W. Ry. Co. v. Plano Milling Co.* Court of Appeals of Texas. 214 S. W. 833.

**Rights of Transferee of B/L.**—A B/L for a car of grain, stamped on its face, "Receipt issued for this B/L under rules of Omaha Grain Exchange," held to charge a transferee, who was a member of the exchange, with notice that, as provided in such rules, title to the grain remained in the holder of the receipt until he was paid therefor. A notation on a B/L for a car of grain, which rendered it nonnegotiable, held not invalidated under Act Aug. 29, 1916, § 3 (Comp. St. § 8604b), by a subsequent rebilling of the car in interstate commerce without the knowledge of the legal owner of the grain.—*Rainbolt v. Lamson Bros. & Co.* U. S. Circuit Court of Appeals. 259 Fed. 546.

**Co-operative Ass'ns.**—A co-operative ass'n incorporated under chapter 92, Laws 1915, is empowered "to regulate and limit the right of stockholders to transfer their stock" and "to make by-laws for the management of its affairs, and to provide therein the terms and limitations of stock ownership." Such co-operative corporation has power to adopt a by-law to the effect that, "No stockholder shall transfer his stock without first giving the corporation ninety days' notice and option to purchase said stock at par, plus the accrued and undivided dividends, which are payable per share."—*Chaffee v. Farmers Co-operative Elevator Co.* Supreme Court of North Dakota. 168 N. W. 616.

**Telegraf Co. Liable on Intrastate Message.**—Where the initial and terminal points of a telegraf message are within the state, and there was a direct telegraf line of the defendant company between such points over which the message could have been transmitted without passing through another state, the message is intrastate, even though relayed thru another state, and the defendant is liable under state law for negligent alteration in transmission, whether the alteration occurred within or without the state, in view of Const. U. S. art. 1, § 8, cl. 2, relating to interstate commerce, and amendment 10, reserving power to the states.—*Speight v. W. U. Tel. Co.* Supreme Court of North Carolina. 100 S. E. 351.

**Shipper Can Order Delivery Without Surrender of B/L.**—In a shipment "to order of consignee notify," title remains in the shipper, who has control of the shipment as to route, destination, and delivery unless by assignment of the B/L or other contract for value creating an interest in the goods he has deprived himself of his rights. Refusal to deliver without B/L by terminal carrier on receipt of message from initial carrier directing such delivery held a breach of duty on the part of the terminal carrier for which the initial carrier might be held liable under the Carmack (U. S. Comp. St. §§ 8604a, 8604aa) and subsequent amendments to the Interstate Commerce Act.—*McCotter v. Norfolk Southern R. Co.* Supreme Court of North Carolina. 100 S. E. 326.

**Connecting Carriers.**—In a suit against a connecting carrier in interstate commerce to recover for damage to goods received by it from a preceding carrier and delivered by the connecting carrier at the point of destination in a damaged condition, proof that the goods were delivered in a good condition to the initial carrier raises a presumption that they were received in a good condition by the connecting carrier. There is nothing in the acts of Congress, including the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. § 8604, 8604aa]), fixing the liability for interstate carriers for goods damaged in transit, which relieves a connecting carrier of this presumption.—*Central of Ga. Ry. Co. v. Scrivens*. Court of Appeals of Georgia. 100 S. E. 233.

**Reduced Rate Agreement Illegal.**—Shipper in interstate commerce, who, having paid a rate less than that established under authority of Interstate Commerce Commission, because of railroad's ignorance of increase thereof, paid difference between old and new rate upon railroad's promise to submit shipper's claim for reparation to Corporation Commission, cannot recover for railroad's breach of such promise; the promise being void under U. S. Comp. St. 1916, §§ 8569, 8574, prohibiting rebating, and the damages being speculative, because of impossibility of determining how Corporation Commission would have decided case. Agreement for interstate shipment at a rate less than that prescribed is illegal, under Comp. St. 1916, §§ 8569, 8574, though rate has been misquoted to shipper and received by the agent of the carrier by the mere mistake or the negligence of such agent.—*Edenton Cotton Mills v. Norfolk Southern R. Co.* Supreme Court of North Carolina. 100 S. E. 341.

**Principal Not Liable to Railroad for Freight.**—Where a railroad marked Bs/L "freight prepaid" and gave credit solely to shipper, who represented an undisclosed principal, the principal was not liable to the railroad for the freight where such principal without objection by the railroad settled with the shipper in good faith, without notice that the freight had not been paid.—*Southern Ry. Co. v. W. A. Simpkins Co.* Supreme Court of North Carolina. 100 S. E. 418.

**Initial Carrier Liable for Damage After Reconsignment.**—When the consignor controls the B/L or has the right to change the destination or divert the goods to a new one, a reconsignment does not break the connection; but the new destination is regarded as the original one to determine the liability of the initial carrier under the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa).—*Produce Trading Co. v. Norfolk Southern R. Co.* Supreme Court of North Carolina. 100 S. E. 316.

**Connecting Carriers.**—In absence of a provision making remedy under Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa) to the Interstate Commerce Act exclusive, and in view of proviso that it shall not deprive any holder of an initial carrier's receipt or bill of lading from any remedy or right of action under existing law, the initial carrier, connecting carrier, or terminal carrier may all be held liable to shipper for damage caused by their negligence.—*Pacific Coast Borax Co. v. Shippers Navigation Co.* Supreme Court of New York. 178 N. Y. Supp. 182.

**Bank Not Liable for Indorsement of Fictitious B/L.**—The indorsement on the back of a draft by a bank to which it was forwarded for collection, "Pay any bank or banker, all previous indorsements guaranteed," merely guaranteed the genuineness of the prior indorsements, and did not guarantee payment of the draft, nor the existence, quality, or quantity of the wheat mentioned in the accompanying B/L. Indorsement in blank of a B/L merely transfers the right held by the transferor in the property mentioned in the bill, and an indorsement restricted to a particular person on bank transfers such rights as the indorser held in such property to this transferee, but does not constitute a guaranty of the quantity or quality of the goods, the fact that they exist, on the genuineness of the B/L.—*Tradesmen's State Bank v. Ft. Worth Elevators Co.* Court of Civil Appeals of Texas. 214 S. W. 656.

**Fraudulent Warehouse Receipts.**—Where milling company, not a bonded warehouse, for purpose of securing loans, gave bond with surety reciting that company intends to operate an elevator for warehousing of grain and will be desirous of obtaining loans from obligee on warehouse receipts issued by it, etc., surety cannot defeat liability on bankruptcy of milling company which did not have amount of wheat in elevator as evidenced by the receipts it gave on ground that bonded warehouse receipts were meant and none were issued, all parties to transaction knowing that milling company could not issue public bonded warehouse receipts. It must be presumed that parties dealing with a milling company having a grain elevator knew the law that prohibited a public warehouseman from issuing warehouse receipts against its own property.—*In re Alliance Milling Co.* Court of Civil Appeals of Texas. 213 S. W. 685.

**"Puts and Calls."**—Under Rev. St. 1909, §§ 4780 and 4781, dealing in grain futures such as puts and calls are gaming transactions, and invalid as such even though only one of the parties intends that the transaction shall be mere speculation on the rise or fall of the market, and hence, in an action by a grain broker on an account stated arising out of such transactions with defendant, an instruction stating the common-law rule, which was that such transactions were not illegal unless both parties intended they should be mere speculations, was erroneous. The Missouri statutes relating to gaming have no extraterritorial effect, and therefore an action by a broker based on defendant's dealings in grain futures on the Chicago Exchange the common-law rule as to such Illinois transactions should be applied. Where an account stated is based in part upon transactions illegal as gaming transactions, no recovery can be had on any part of the account, it not being permissible to remove the taint of illegality by correcting the account stated by withdrawal of the items tainted with illegality.—*Elmore-Schultz Grain Co. v. Stonebraker*. St. Louis Court of Appeals, Missouri. 214 S. W. 216.



## Storage Charges Until Grain Is Loaded.

Phoenix Elevators, plaintiff, v. Sunset Milling Co., defendant, before the Arbitration Com'te of the Texas Grain Dealers Ass'n, composed of W. W. Early, L. P. McMurtry and L. F. Cobb.

This claim is for adjustment of \$203.68, loss or difference in price of one car of oats with elevator charges and interest to the time of the shipment of the oats.

The oats were a part of a lot of oats bought by the Sunset Milling Co. from the Phoenix Elevators on Feb. 19, 1918, for prompt shipment.

When the contract was made, there was an understanding between the parties that in the event the Sunset Milling Co. desired to have the oats carried for them, the Phoenix Elevators would carry the oats at 1c per bushel per month and interest at the rate of 6% per annum, and when the time of shipment expired, at the request of the defendant, the plaintiff took part of the oats and carried them for the defendant.

On Apr. 24, the Sunset Milling Co. ordered the balance of the oats shipped, but one car was not shipped until eleven days after these instructions were received.

The plaintiff contends that the oats belonged to the defendant, and they were simply carrying them as warehousemen, and when they received these shipping instructions they endeavored to secure a car as quickly as possible, but on account of congested conditions with railroads they were not able to secure a car in which to load the oats and secure a bill of lading therefor until eleven days after shipping instructions were given, but as the oats belonged to the defendant, they complied with their obligation when they secured a car at the earliest possible moment, since they were only warehousemen.

The defendant contends that having originally bought the oats for prompt or ten days' shipment, that when they ordered them shipped, that it was the duty of the plaintiff to have shipped them within ten days from the time they received the shipping instructions; hence they were under no obligation to accept the oats, and refused to accept them on the contract. However, they agreed to accept them at 11c under the contract, and arbitrate the difference.

The Com'te is of the opinion that the plaintiff was acting as a warehouseman only and that the oats belonged to the defendant, having placed them with the plaintiff on storage, and that when the plaintiff used his best efforts, or due diligence, to secure a car in which to

ship the oats, they discharged their obligations fully to the defendant.

Therefore, we find for the plaintiff in the amount claimed, \$203.68, and hereby order the defendant to promptly pay to H. B. Dorsey, sec'y at Fort Worth, Tex., \$203.68, the amount of this claim, and the sec'y is instructed to return Phoenix Elevators their deposit fee in this case.

## Broker Liable If Principal Is Undisclosed.

Maney Export Co., Oklahoma City, Okla., plaintiff, v. Kansas City Brokerage Co., Kansas City, Mo., defendant, before Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrell, Jr.

Defendants wired plaintiffs at 4:05 p. m., Oct. 16, 1918: "Quote sellers' basis Oklahoma City No. 3 corn, \$1.47."

Plaintiffs wired, booking one car on this offer at 5:10 p. m., and one car at 9 p. m., Oct. 16.

At 9:37 a. m., Oct. 17, defendants wired: "Cannot book No. 3 corn under \$1.57 Oklahoma City."

Upon receipt of this message plaintiffs bought in two cars at \$1.55 and bring these proceedings to recover the loss, amounting to \$220.

The evidence discloses that it was the custom of the defendants to send similar messages to plaintiffs and that trades were made upon offers and acceptances as above, defendants in each case acting as broker and booking the trades to sellers in Kansas City.

Defendants state "Their messages were sent after business hours and received in our office the next morning. We ascertained as soon as it was possible for us to do so as to whether or not we could execute their order. We found that the parties who had been offering this corn were quoting it on special billing and that they had sold all they had to offer. We then immediately wired the Maney Export Co. that we could not book under \$1.57 Oklahoma City." "We, as brokers, simply quote the trade, giving them prices which are placed in our hands by shippers from time to time and we are not acting as principal but we are acting as broker and necessarily these transactions require confirmations from us after receipt of orders. If we had wired these people as a principal, we being shippers making them a firm offer, their position would be correct, but we wired them in our broker capacity, soliciting their order, which they gave and which we were unable to execute."

The com'te finds that defendants acted as broker in this and other transactions submitted

in evidence and the question for us to decide is their liability to plaintiffs as broker.

The defendants did not disclose the name of the party offering to sell the corn at the time they wired plaintiffs, nor do they do so in their pleadings, nor do they offer any evidence of their statements quoted above.

The courts of last resort have passed on this question and the law is well settled: If a broker, at the time of negotiating a contract, discloses his principal, the principal only, and not the broker, is liable (Morehouse v. Winter, 159 Ill. 296, and Bailey v. Galbreath, 100 Tenn. 599), but a broker who makes an offer for an undisclosed principal is liable as principal until the real principal's name is given up and accepted by the buyer. (McKoun v. Gettys, 80 S. W. 169 (Ky.)—Bassett v. Perkins, 65 Misc. 103-119 N. Y. S. 354 and Docharty v. Tillotson, 64 Neb. 432; 89 N. W. 1050.)

In this case if defendants had mentioned seller's name when wiring offer, plaintiffs' recourse would have been against such seller, and if it developed that the offer was made in accordance with seller's instructions, this com'te would have determined the liability as between buyer and seller. If it developed that the broker had thru error or otherwise made an offer not in accordance with sellers' instructions, the broker would have been liable. It follows, therefore, that as the defendants, by refusing or neglecting to divulge the seller's name, have deprived the plaintiffs of their right of recourse against such seller, they thereby make themselves liable as principal. An offer was made to plaintiffs—some one must be held responsible for it. The broker by his course of dealing is the only party known and cannot transfer his liability to some unknown party, thus depriving the plaintiffs of any recourse.

We find for plaintiffs and direct that the defendants pay them \$220, the amount claimed, and the costs of these proceedings.

## Shipper Liable for Charges for Five Years.—

Under the rule of law that the B/L required to be issued by the initial carrier upon an interstate shipment governs the entire transportation, and fixes the obligations of all participating carriers to the extent that its terms are applicable and valid, such a B/L obligating the owner to pay the freight, in connection with the filed and published tariffs, which become a part thereof, constitutes a written contract to pay the lawful freight as shown by such tariffs, and an action may be maintained thereon within five years, under Gen. St. Kan. 1915, § 6907(1). —New v. Denison Clay Co. U. S. Circuit Court of Appeals. 260 Fed. 70.

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## Patents Granted

**1,321,332. Grain Drier.**—Wm. E. Prindle, London, O. In a rotary drier are combined a drier shell and a plurality of longitudinally extending sets of compartments formed therein, and sets being spaced from each other lengthwise of the shell and lifting blades in each compartment, blades increasing in number from the wet to the dry end of the shell.

**1,321,123. Portable Conveyor.**—George W. Parker, Jr., Philadelphia. The device consists of an endless belt; a housing for the belt, means for varying the inclination of housing, including a vertical U-shaped supporting frame, pivotally attached to the housing, collars slidably mounted upon the upright of the frame; an axle carried by collars; traction wheels mounted on axle; means for fixing collars in adjusted position and bracing struts pivoted at one end to the belt housing and at the other to the axle.

**1,322,303. Corn Sheller.**—John H. Gilman and Albert E. Gilman, Ottawa, Ill. Combined with a shelling concave of a shelling cylinder mounted to rotate therein is a casing surrounding the concave and open at the bottom beneath it, a suction fan above the first named casing, a fan in the casing, a third casing surrounding the first and also open at the bottom, and forming an air passage from the bottom of the first casing to the receiving opening in the fan casing, and means to rotate the cylinder and fan.

**1,321,726. Weighing Machine.**—Walter H. Ellis, Augusta, Ga. In a weighing machine are combined a swinging weigh hopper having a plurality of hoppers, each compartment having a bottom outlet, lower stationary valve members disposed under and with which the bottom of the hopper has relative movement, the valve members having a discharge opening between them, the bottom openings of the hoppers being caused to alternately register with the discharge openings between the valve members, means connected to one side of the lower outlet end of the hopper for retaining the latter at one position till released, and a fixed discharge chute above the hopper provided with divergent spouts and a valve above the spouts, means being provided for automatically shifting the valve for movement of the hopper.

**1,322,166. Shield for Grain Sacks.**—Hilary J. Greenwell, Belmont, Ky. Combined with a semi-globular canopy, having an opening concentric with the lower marginal edge of the canopy, is a body comprising a pair of cylindrical sections, the adjacent faces of which have reduced portions fitting into the openings less than one half the thickness of the wall of the canopy, whereby the adjacent faces of the reduced portions are separated, the reduced portions having adjoining shoulders forming parts of both sections, and adapted to engage the upper and lower faces of the wall of the canopy at a point surrounding said opening, whereby the canopy may be clamped between the sections, a hanger screw passing thru the

two sections for drawing them together, and a hook screw detachably connected to the lower section.

**1,321,510. Grain Separator.**—Rowan T. F. Dodds, Decatur, Ill. A separator having two horse-shoe shaped housing members comprises a refuse chamber between the housing members at the juncture between the legs of said members, the chamber being formed of members connected to and supported by the housing members, a streamline air chute at each end of the structure converging toward each other at their upper ends, air chutes being formed of members connected to the legs of the housing members and supported thereon, shaker lying between the air chutes and below the refuse chamber arranged to cause air to flow upwardly thru the two air chutes, means to feed material to be cleaned to the shaker thru one of the air chutes and means for delivering some of the material from the shaker to the air chute.

### Canadian Screenings Investigation.

A two-day investigation of "screenings" from the terminal elevators located at the head of the lakes, and of the mill feed situation, was made by the Board of Commerce at Toronto, Ont., on Nov. 18 and 19. The matter was given a hearing before Judge Robson and Mr. O'Connor and Mr. Murdock of the Board of Commerce.

The elevator companies were represented by A. B. Hudson of Winnipeg, and John Bain of Ottawa. T. A. Crerar's company was among those represented. H. W. Whitla appeared for the Canadian Feed Manufacturing Co. of Fort William.

Douglas B. Rimmer, chief officer of the feed division of the livestock branch at Ottawa, said there was a shortage of bran and shorts at reasonable prices, tho it was not so acute now as some time ago. Bran was now worth \$43 a ton, and shorts \$52 per ton at Montreal in carload lots. At Fort William they were worth \$6 per ton less.

Robert Henderson, of Winnipeg, said that the list price in Winnipeg for screenings was put on the boards daily, but lately this list price did not mean much "for everyone paid what he thought screenings were worth."

Hon. Mr. Hudson—"Have you been injured in any way by the way they handle screenings in Winnipeg?"

"Yes, they are taken out of the competitive market. The screenings should be taken and thrown on the open market."

"Have you been able to get the screenings you need?"

"No, I have not."

Judge Robson—"Where do they go in winter?"

"They are shipped in cars across the line."

Mr. Henderson said an unfair pool existed and he would never make a bid for "shut-outs" or screenings to any member of this pool.

Mr. Henderson stated that the United Farmers' Ass'n had made purchase from one mill of 35,000 tons of screenings at \$30 a ton. In the United States the ton price was \$35 to \$40.

### Elevator Charges at Astoria, Oregon

The Port of Astoria, Astoria, Ore., in grain tariff No. 2 gives charges on handling, unloading, loading, wharfage, storage and cleaning of grain in the new municipal elevator there, as follows, per ton of 2000 lbs.:

Wharfage, including unloading, trucking into elevating, or handling from ship and 5 days' free storage \$1.00; storage per month or fraction .20 delivery to ships sling, or to ship in bulk .35; loading cars, including trucking or conveying bulk grain to cars .35; sacking out bulk grain from elvtr. storage including delivery to and piling in warehouse (sacks furnished by owner) .60; bulking sacked grain to the elvtr., including cutting in transfer and elevating, an extra charge is made .15; cleaning, .25; moisture test, per sample, .25. A charge for smutting will be made according to the per cent of smut:  $\frac{1}{2}$  to 3%, bulk 35c; sacked 65c;  $3\frac{1}{2}$  to 7%, bulk 60c; sacked 90c;  $7\frac{1}{2}$  to 15%, bulk 75c; sacked, \$1.05;  $15\frac{1}{2}$ % up, bulk 85c; sacked \$1.15. Mill feed handling charges are the same, except storage, .35.

The prices quoted do not include insurance and weighing; also the inspection fees will be additional. The charges on cleaning and smutting will be based on the gross weight of the grain before cleaned and smutted; the loss in weight will be borne by the owner. Charges will also be made for resacking and an extra charge is made for overtime work. Demurrage on cars or vessels will not be assumed by the port of Astoria. A charge of  $4\frac{1}{2}$ c will be made for sewing sacks that are in bad order. The Port of Astoria is not responsible for loss or damage to grain by fire, rats or other animals, insects, riots, heating, or decay caused by anything beyond control.

The shed is equipped with automatic fire-sprinklers, stand pipes and hydrants which reduce the fire hazard to a minimum and for this reason a low rate of insurance is applicable.

The warehouse has a storage for sacked grain amounting to 750,000 bus. and a storage capacity for bulk grain of 1,250,000 bus. The elevator has a receiving capacity of 50 cars daily and is able to ship 50 cars, bulk grain, and 200,000 bus. bulk, to vessels. Separators operate at a rate of 50,000 bus. hourly; dry scourers, 1200 bus. per hour and washers 900 bus. per hour.

A. P. HUSBAND, secretary of the Millers' National Federation, will leave shortly on leave of absence for three or four months to investigate conditions in Europe affecting the export trade in flour. During his absence, Alex Pound will come to the office of the Federation in Chicago to fill Mr. Husband's place. Mr. Pound was executive sec'y under Fred J. Lingham when Mr. Lingham was chief of the milling section of the food administration. Later he has been assistant sec'y of the Millers' Export Ass'n.

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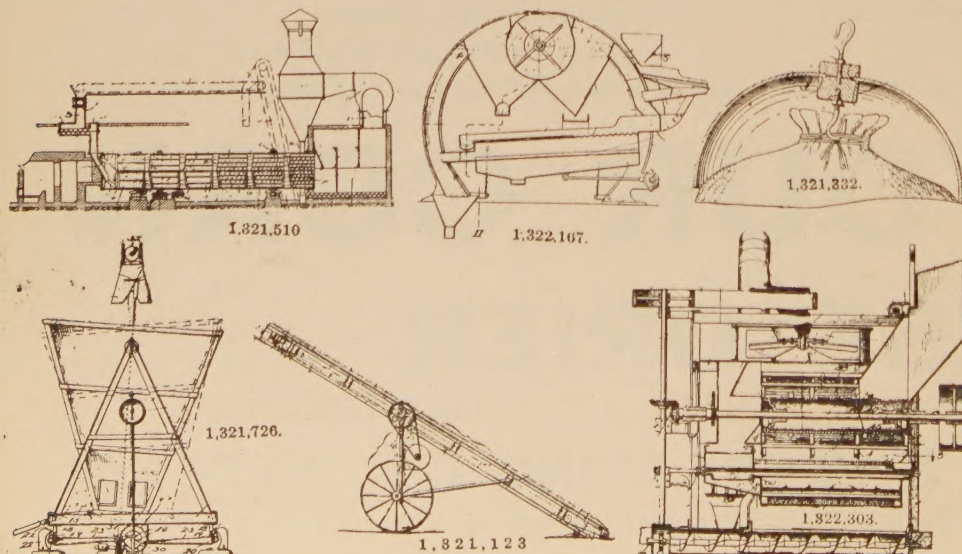
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equipped thousands of elevators  
with dust collecting systems to

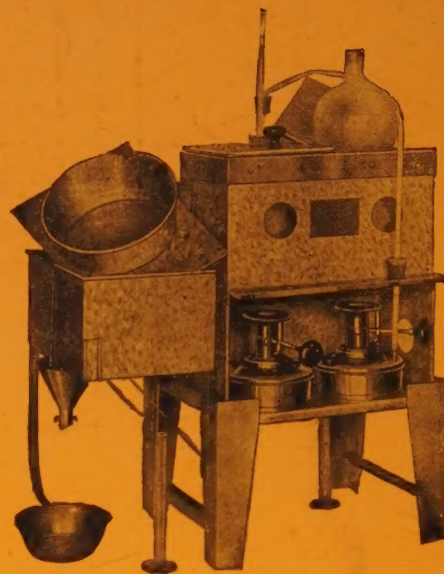


prevent explo-  
sions, and no  
dust explosion  
or loss of a  
single life has  
occurred in  
one of them.

Your liability  
attaches if you  
don't protect  
your elevator  
and workers.

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